CYCLE NEWS®

WEST Volume XXII : Number 18 : May 15, 1985 $1.00

Yamaha FZ750

On the track
At the drags
On the street

San Jose

Springsteen's short track
Shobert's mile

Supercross in Canada; World Championship Motocross; NMA World Mini GP; MDRA drag racing; desert racing; speedway; local racing and a lot more

America's weekly motorcycle newspaper

The Latest POOP BY PAPA WEALEY

Belgian Erik Geboers (Hon) won the third round of the 500cc World Championship MX in Sweden, Sunday May 5, with a perfect 1-1 score. Britan's Dave Thorpe (Hon) finished second with a 2-2, while defending 500cc World Champion Andre Malherbe (Hon) took third with a 4-3. Danny "Magoo" Chandler (KTM) went 4-5 for fourth overall. Thorpe leads in points at 88 over Malherbe (85), Geboers (83) and Chandler (74).

Round four of the 250cc World Championship Series in Italy went to Anders Eriksson who went 1-1. Jorgen Neilson finished second (2-4), while Mori Dolce (3-4) and 1984 World Champion Heinz Kinigadner (5-5) took third and fourth.

Motocrossers Gary Denton and Darrell Shultz are in Australia to ride supercross events in New Castle May 11 and Adelaide May 18. The trip was put together by CT World Class Products of Stanton, California, which exports equipment to Australia; Shultz will ride a Honda; Denton will ride a Suzuki.

According to Stadium Motorsports Corporation president Jeanne Sleeper, the firm is engaged in negotiations which may lead to SMC promoting the London, England, round of the Rodil Cup Supercross Series in Wembley Stadium on September 22. The location, date and promoter of the U.S. round of the series is still up in the air; locations under consideration include Los Angeles, Anaheim and New York, with a tentative date of November 2.

After spectator and scoring confusion at Daytona and the recent Willow Springs AMA Pro-Am, the AMA has revised the numbering system for Formula One and Superbike racing effective for the May 18-19 Camel Pro Series round at Sears Point Raceway in California. Under the new system: 1. Former champions in both classes are issued single-digit numbers; defending champions carry the number one plate. 2. Riders who earned National numbers in 1984 and '85 are given top priority for two-digit numbers; if possible, riders keep the same number they had in 1984. 3. Riders who have won an F-1 or Superbike National — but didn't qualify under the first two criteria —are issued National numbers. 4. Riders who held National numbers in 1985, but not in '84, are issued two-digit National numbers; 5. Remaining numbers are issued at the discretion of AMA staff. Formula Two is not affected by the new system this year.

Former World Champion Freddie Spencer (Hon) won the May 5 Spanish Grand Prix round of the 500cc Road Racing World Championship, finishing 13.5 seconds ahead of runner-up and defending World Champion Eddie Lawson (Yam). Frenchman Christian Sarron (Yam) was third. Connecticut's Mike Baldwin (Hon) finished seventh, while Californian Randy Mamola (Hon) apparently DNF as he did not show up in the top 10. The 250cc GP race on the Jarama circuit saw Carlos Lavado (Yam) lead Martin Wimmer (Yam) and Anton Mang (Hon) across the finish line. Spencer (Hon) finished ninth. After two rounds, Spencer and Lawson are tied for the 500cc points lead with 27 points each. Lavado leads the 250cc point standings with 23, and is followed by Mang with 22, Wimmer with 18, and Spencer at 17.

SCORE's Off-Road Show will be running at the Anaheim (Calfiornia) Convention Center, May 10-12. While you're there, stop by the *Cycle News* booth and sign a letter to fight against the CPSC ATV ban. Pre-printed letters supporting ATV rider education will be available for signing — *Cycle News* will mail them. Show the government your concern about your right to own and operate ATVs. Show hours are: Friday, May 10, 5:00 p.m. to 11:00 p.m.; Saturday, May 11, 12:00 p.m. to 10:00 p.m.; Sunday, May 12, 12:00 p.m. to 6:00 p.m.

During the SCORE show, a special two-day symposium on the future of off-road recreation in California will be held Friday and Saturday, May 10-11, at the Anaheim Hyatt Hotel in Anaheim, California. The meeting will be hosted by American Honda and the California Department of Parks and Recreation's Off-Highway Motor Vehicle Division, and will cover several topics, including ORV safety, noise and environmental problems. Track operators, ORV group representatives and manufacturers are strongly urged to attend. Cost is $95 per person. For information, contact ORV Horizons Unlimited, 921 11th Street, 14th floor, Sacramento, CA 95814, 916/443-0450.

Last week *Cycle News* (May 8) reported on the plight of nine-year-old Nathan Peters, who sustained critical leg injuries in a dirt track racing accident at Corona Raceway, in Corona, California, April 27. Nathan has since undergone two operations on his legs and faces at least one more surgery, followed by lengthy hospitalization. Over the past week Nathan has also received encouraging letters from Malcolm Smith, Bubba Shobert and World Road Racing Champion Eddie Lawson. Nathan's spirits reportedly continue to remain high, in spite of the physical and financial hardships that he and his family are suffering. Cards and letters can be sent to Nathan Peters, Mission Community Hospital, 27802 Puerta Real, Mission Viejo, CA 92621. Donations to the Nathan Peters Recovery Fund can be sent to Dana Miguel Bank, 34180 Pacific Coast Highway, Dana Point, CA 92629.

Four-time U.S. Formula One Road Race Champion Mike Baldwin married Lindsay Elliott on April 27 in England. Baldwin met his bride during the 1984 Trans-Atlantic Match Races. Creighton Demorest served as best man. Americans on hand for the ceremony were Mike's parents, his brother Jay, friend/tuner Bruce Maus, Ron Burns, aand Patty (Perron) and Barry Bordner. The couple honeymooned on the Orient Express.

At the Superbowl of Motocross at the Los Angeles (California) Coliseum on May 11, Toyota will award $1200 to riders who get holeshots. There are 12 heats in the Superbowl, and $100 will be paid to the rider who blasts out of the starting gate first in each heat.

Qualifying for this year's AMA Amateur Nationals will be held July 4-5 at Carlsbad Raceway, four days after the running of the U.S. GP MX on June 30. The event is open to all memberships; entry to qualify for the Amateur Nationals is $20. For information call 714/498-0460, or 304/594-1157.

The "Tahoe-Carson City Turnabout" road tour is scheduled for Memorial Day Weekend, May 25-27. Lakewood (California) Honda is the event's organizer, which is AMA sanctioned; District 37 touring points will be awarded. Entrants will have a chance to win a 1985 Honda Gold Wing Interstate which will be given away in a drawing on the tour. Call Lakewood Honda at 213/860-1354

If all goes as planned, the May 11 Superbowl of Motocross will be the last event promoted by supercross founder Mike Goodwin. According to Goodwin, his Stadium Motorsports Corporation will be sold to rival supercross promoters Pace Management; terms have been agreed upon and contract signing is scheduled for May 15. Goodwin says that the inspiration for supercross came from an indoor short track that was held inside Madison Square Garden in New York.

Team Yamaha was experimenting with a new exhaust pipe design on their modified production YZ250s at the Orlando Supercross. The new pipes were used on the bikes of Keith Bowen and Rick Johnson en route to their second and third place finishes, respectively.

AMA District 37 is holding the Ridge Runner poker run June 2 for owners of dual-purpose bikes. The event is open to street-legal machines only, and will include a combination of road riding down Angelus Crest Highway and fire roads. Entries are $10 mail, $12 post. For more information, call Jim Pilon, 818/353-5409.

Harley-Davidson is going on the offensive with a new customer-getting program called "Earn Your Wings." The manufacturer is calling on Harley owners to go out and convince friends, relatives, neighbors and others to trade in their Japanese steeds for Milwaukee iron. Those who make successful Harley converts are issued a bronze winged Harley-Davidson pin, a certificate of "distinguished service," a jacket patch, and a flag decal signifiying the convert's bike's country of origin. If you make five converts, you are an "Ace;" 10 earns you "Double Ace" status. The "mission" lasts until Cycle Week at Daytona, 1987. See your local Harley-Davidson dealer for details. Good luck.

The California Motosport Club (CMC) has begun its seven race-long "Spring Classic" series. The opening round was held May 5 at Hungry Valley; remaining rounds are scheduled for Ascot Park, May 10; Hungry Valley, May 12; Ascot Park, May 17; Carlsbad Raceway, May 19; and Ascot Park May 24 and 31. U.S. Suzuki is a major sponsor of the series, which includes special classes for women and ATVs. Two Suzuki motocrossers and a Quadrunner are among the prizes up for grabs. Call 714/261-6116 for information.

The June 23-scheduled Los Angeles round of the AMA National Championship MX Series will be replaced by a May 19 event in Las Vegas at Las Vegas MX Park. And there is a tentative change in the schedule: the Washougal, Washington, round is expected to be moved from August 18 to August 25 to make way for a tentative change to the AMA Supercross Series schedule — the addition of an August 17 Pasadena, California round.

Screw ups: Contrary to what you read last week, the LeMans 24-Hour was not a round of the Endurance Road Racing World Championship Series: AMA officials elected not to tear down Kevin Schwantz's Yoshimura Suzuki; and Wes Cooley, speaking right after the Willow Springs race while attending to his injured knee, misspoke regarding his second-leg tire choice — he switched from a Michelin front to a Dunlop front, not the other way around.

Round six of the AMA/CCS U.S. Endurance Series is scheduled for July 6 at Daytona International Speedway. A $20,000 purse has been posted for the event, which is called the Paul Revere 250. Entries are open to AMA U.S. Endurance series teams; racing starts at 10:00 p.m. For details, call 704/684-9480, between 1:00 p.m. and 5:00 p.m. eastern time.

Cosmopolitan pits: Team Hammer's Tim O'Kennedy, 25, is a native of Dublin, Ireland with two years of World Championship endurance road racing experience. During his seasons racing Harris-framed Kawasakis in Europe, O'Kennedy's mechanic was Scotland's John Clark. O'Kennedy is now a Senior Account Planner for Chiat/Day Advertising and lives in Los Angeles. As chance would have it, Clark, now a professional ski speed racer, passed through Los Angeles on the weekend of the Kerker 4-Hour on his way to ski races in California and Vancouver; Clark ended up working on Team Hammer's pit crew for the race.

MOTORCYCLE INDUSTRY CHANGES

Named Advertising agency for Bell Helmets, Inc., Burroughs and Associates, who will also handle ad acounts for Bell subsidiaries Vetter Products, Bag Man and Marsee Products.

Ground Broken May 2, for new corporate headquarters in Irvine, California, for Kawasaki Motor Corp., USA; ceremoney was led by KMC President Masamoto Tazaki; facility to house corporate administration, sales, marketing, technical services, and other departments; completion is expected next year.

Born Jessica Anne Haines, May 4, in Mission Viejo, California, to Team Honda motocross mechanic Chris Haines and wife Barbara.

Signed An endorsement and sponsorship contract with rider apparel manufacturer EP Performs, by Team Kawasaki MX rider Billy Liles, for the 1985-86 Supercross and National MX Championship seasons.

Opening A new Vance and Hines Racing Performance Center retail motorcycle parts and accessory store May 13, by Rick Gero, former owner of Advanced Machine; location is 9007 Sunland Blvd., Sun Valley, CA 91352, 818/768-9026.

Awarded By the American Honda Foundation grants to the Hipple Cancer Research Center ($65,000), Dayton, Ohio; Imagination Workshop ($50,000), UCLA, Los Angeles, California; and U.S. Academic Decathelon ($30,000), Costa Mesa, California; grants are described as the manufacturer's way of saying "'thank you' to the American people in a meaningful and long-lasting way."

Name Changed Three-Star Sport Cycle, after 40 years, to L.A. Suzuki/Kawasaki; Wes Peck, formerly Sales Manager for Three-Star, is now General Manager; address remains 1525 South La Cienega Blvd., Los Angeles, CA 90035, 213/854-7788.

Omitted From Yamaha Wrench Report #52, YZ250N Performance Modifications, specifications for the width of the sub-inlet port; stock dimensions are 10mm wide X 22mm high; modified width is 12mm, height remains stock.

Available From Northeastern Illinois University Motorcycle Safety Program, a full curriculum of motorcycle rider education classes; courses include the basic 20-hour Motorcycle Rider Course, Sidecar Rider Course, Basic Motorcycle Maintenance, and Motorcycle Touring and Camping. For information call 1-800/FOR-SKILL, or write Motorcycle Safety Program, Northeastern Illinois University, 5500 N. St. Louis Ave., Chicago, IL 60625.

Won By southern California speedway rider Bobby Schwartz, who also rides British League speedway in England, the Golden Helmet, the highest riding award in British speedway; Schwartz claimed the prestigious honor by defeating current World Speedway Champion Erik Gundersson in a match race at Cradley Stadium in Sutton-Coldfield, England.

Announced By Motopro Lubricants, that it is no longer affiliated with Team Tamm, because Tamm did not exercise its option for partial ownership of the company; Motopro has moved to new facilities at 6029 West Charleston, Las Vegas, NV 89107, 800/792-4200.

Hired As Chief of Operations for Western/Eastern Racing Association, Ed Bargy; Bargy will be responsible for day-to-day operations.

Leaving The motorcycle industry after 28 years, Scotty Brown, formerly western regional district and and regional sales manager for Yamaha and BMW, to open a bicycle shop in Laguna Hills, California; phone number is 714/859-1826.

Riding Her second cross-country trip through the U.S., Hazel Kolb, 62, the "Motorcyclin' Granma;" Kolb's last big trip in 1979 took her over 16,000 miles around the perimeter of the country; this time she is travelling to the capitals of the 48 contiguous states; Kolb can be seen on her 1985 full-dress Harley-Davidson Tour Glide, somewhere anytime.

Proposed By AMA President Ed Youngblood, a National Championship Hare and Hound series; proposed events are D-36's Virginia City GP, D-38's King of the Desert, and D-37's Barstow-to-Vegas; details will be finalized in June.

Signed Letter of intent by Union Carbide Corp. to acquire STP Corporation from Beatrice Companies; Union Carbide is a major manufacturer of chemicals, plastics and fertilizers; STP is a major manufacturer of fuel and lubricant additives; Beatrice is a major conglomerate whose holdings include Samsonite luggage, Del Monte foods and Peter Pan peanut butter.

"You should get a better understanding of the vehicle . . ."

Expert to CPSC: "no hard numbers" on ATV stability testing

By Rex Reese

BUENA PARK, CA, APR. 26

In an afternoon meeting on voluntary standards between officials of the Specialty Vehicle Institute of America (SVIA) ATV manufacturers representatives, and Consumer Product Safety Commission (CPSC) staff, a consulting engineer pronounced that "it is hard to find criteria" in establishing test procedures to determine the stability of three-wheeled ATVs. Dr. David Weir, Technical Director of Dynamic Research, Inc., a southern California-based engineering consulting firm which has done vehicle studies for the departments of Transportation (DOT) and Defense (DOD), made this conclusion after presenting possible testing procedures and criteria to measure ATV stability and handling characteristics.

Weir's presentation was made at the request of the CPSC, which plans to use some form of ATV handling testing as part of the voluntary ATV safety standard that the federal agency is working on with the ATV industry. But, if CPSC staff members thought that there was a clear-cut, established method of determining the ride-worthiness of ATVs, Weir's dissertation revealed otherwise. Even though there is already established testing background which can be applied to ATVs from both automobiles and motorcycles, Weir explained that three-wheelers possess handling traits which are unique to their design and where they operate, thus requiring new testing criteria and procedures. The possible outlook is that it may take many months, at least a year, before an ATV handling test standard is developed; even then, it may not be what the CPSC is envisioning, nor may it produce the results they want.

At the top of Weir's presentation, he said that "the technology exists to create testing procedures for ATVs, but there are limits for what can be done in establishing them."

Weir listed the types of tasks (maneuvers) which would be used in establishing a criteria for ATV handling testing. Included are turns ("steady state", "stop steers"), slalom course, acceleration, uphills and downhills.

Weir added that traversing cross-slopes (going across the face of a hill or sand dune) is a task almost unique to ATVs. Other unique tasks would or could include "disturbance" (a combination of all tasks), "ride" (operator comfort), "driveability" (how the ATV functions relative to engine performance), and "utility" (how the ATV can carry a load).

"Once each of these tasks are understood," noted Weir, "combining tasks can be discussed."

Weir stated that of the handing characteristics which automobiles and motorcycles have, "ATVs are somewhere in between." He said that autos rely on steering angle for turns, vehicle roll is described as a "nuisance" trait, and driver positioning is irrelevant. Other factors include significant lateral (sideways) acceleration, and minimal "coupling" between lateral and longitudinal (lengthwise) dynamics (the way the car moves as it travels).

Motorcycles depend on steering torque for turns; rolling (banking in turns) is necessary, the rider must work in the bike's plane of symmetry (or stay in-line with bike), and there is negligible lateral acceleration. Weir states that motorcycles have "significant" lateral and longitudinal coupling.

Three-wheeled ATVs, Weir explained, include some handling characteristics from both. Steering angle is relied upon mostly at low speeds; steering torque mostly at higher speeds. Three-wheelers are not banked-turn vehicles; so roll is a nuisance. Rider movement is a significant input on the vehicle. There is some lateral acceleration, and there is some lateral and longitudinal coupling, especially when used with the brakes and throttle.

Weir stated that factors to consider in ATV handling testing would include: vehicle configuration, initial speed, and control input. Factors unique to ATVs in the test would be rider size and weight, soil properties, and terrain contour. Weir said that data that could be recorded from a typical three-wheeler handling test would include rider inputs, vehicle attitude, vehicle velocity and acceleration, path measures (such as how well it stays travelling in a straight line; stopping distance), and subjective rider ratings and commentary.

Additionally, to all of the above, Weir noted that conducting such tasks to record data would be "more complicated in an off-road environment." This, he later explained, is due mainly to rider input and differences in terrain and soil makeup, all of which have "profound effects" on the dynamics of ATV handling. Weir mentioned that even though there have been several studies made over the years on soil and tire traction, all have yielded inconclusive results.

"You will have to determine (the vehicle's) good and bad limits and what to include, to determine your testing criteria," said Weir. "And that's tough to determine. You can draw upon past automobile and motorcycle testing procedures to apply to ATVs, but it's hard to find the criteria (for testing) . . . it's a complicated problem."

When asked by CPSC ATV Task Force Chairman Nick Marchica where to start developing an ATV safety standard, Weir replied, "You should get a better understanding of the vehicle and how it behaves."

"The industry is interested in meeting the testing time schedule," said Honda's Ed Glynn. "Can it be achieved?"

"Yes," replied Weir, adding "it's a matter of what can be done, but no hard number can be achieved overnight."

After Weir's presentation, the subjects of age-labeling, training courses and control standards were discussed. The SVIA will draft a standard for three-wheeled ATV dynamic stability, and the CPSC will draft a "discussion paper" on age labeling. Both documents are expected to be ready for the next voluntary standards meeting, which will be held at CPSC staff headquarters in Bethesda, Maryland. Also on the agenda will be further discussion on training and equipment and controls.

The next ATV industry-CPSC voluntary standards meeting is tentatively scheduled for May 22-23. •

CPSC sets public hearings

WASHINGTON, D.C., APR. 30

The U.S. Consumer Product Safety Commission has announced dates and locations for the first of six expected public hearings concerning ATV safety. According to Ken Giles, CPSC All-Terrain Vehicle Task Force Information and Public Affairs officer, the first hearing will be held in Jackson, Mississippi on Thursday, May 30 in the State Capitol Building, Old Supreme Court Room, second floor. The hearing will start at 9:00 a.m.

The second hearing will be held in Dallas, Texas on Monday, June 17 at the AMFAC Hotel and Resort at the Dallas/Fort Worth Airport.

Anybody who wishes to speak at a hearing must make a reservation before May 24 by contacting Giles at 301/492-6580; a written statement or presentation must be submitted to the CPSC by May 28.

ATV enthusiasts, ATV-related business owners and anybody else interested in ATVs are encouraged to make statements.

More information is available from Giles at 301/492-6580.

CYCLE NEWS WEST

America's weekly motorcycle newspaper

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(404) 934-7850.

Cycle News/West (USPS 141-340) is published weekly except the first and last week of the calendar year for $25 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA.

POSTMASTER: Send form 3579 to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.

Subscription rates: One year, second class mail, $25; two years, second class mail, $45; three years, second class mail $68; 25 weeks, $13. Foreign rates available on request.

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ON THE FRONT PAGE: Putting Yamaha's new FZ750 to the test at Willow Springs Raceway. See page 22 for the outcome. Photo by Kit Palmer.

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voices

CPSC and ATVs

The government is trying to put the blame on ATVs, but they should do a little checking first. You cannot drink and ride, or even control the bike very good; people who drink even try things they wouldn't do sober. So the government should conduct tests before they say ATVs are at fault. One thing that would improve rider safety is if dealers give helmets with every ATV sold. It makes sense.

J.H. BAKER
New Alex, PA

I'd like to comment on two issues. The safety thing is important to us, and we're pleased to see everyone in the industry — from manufacturers to dealers — getting involved. Airport Honda in Forest Park, Georgia, is a good example, providing their customers with basic riding instructions and safety-oriented products and accessories.

The other issue is whether or not ATVs could be banned by the government. I say no! They are only as safe as the person riding them. If ATVs are outlawed, then they might as well ban four-wheel drives, skateboards and tricycles.

DEBBY SIMMS
Commerce, GA

Off-road tickets

Since the closing of Indian Dunes, there has been a rash of citations given to the unsuspecting riders on motocrossers. The area of most of these tickets has been in the Santa Clarita Valley — Canyon Country.

There are two issues at stake with some other little tidbits to keep things interesting: Green Stickies (California ORV registrations) and spark arrestors. Without either of these items, you will be fined. I spent some time with the L.A. County Sheriff's Office and the Forest Service.

The sheriff is the one who is taking the fall for being the bad guy. There are seven laws in effect that a deputy can cite you on. The biggies are the Green Stickie and spark arrestors.

Next comes the one that results from irate neighbors. If you are riding within 600 feet of a residence, that resident can complain and the result is a ticket. It makes no nevermind if you are on your own land. The same goes for public property. Apparently, the forest is exempt from this.

Have you ever driven along Soledad Canyon Road and wanted to ride the wash? Don't. They will nail you on riding in a flood control channel. That's mild. The biggie is "unnecessary damage to the environment." Around $900.

The U.S. Forest Service is not so bad. They will get you for Green Stickie and spark arrestor. Often times they will just ask you to leave. However, the Forest Service has been asking the CHP to come out and do what they do best.

What is the bottom line? Go to the forest. Go to the desert. Go to Hungry Valley or Rohwer Flats. But, don't ride around populated areas in Los Angeles County. It could cost you the price of a new 125 before you are done with fines and lawyer fees.

Think that one over.

RICK HAMEL
AMA D-37 Legal Defense Task Force
Valencia, CA

Pearson is pissed

I'm pissed at the AMA. When I list my sponsors on my entries for national events, I expect to have every one of those sponsors in the program. I work very hard and try to do the best I can to promote these sponsors, so each and every one of these sponsors deserves to be listed.

Without these sponsors I would not be able to go racing and racing is how I make my living. The AMA has told me two different stories as to why all my sponsors are not listed in the program. First they told me the promoter puts who he pleases in the program and the AMA has no control over it. Now they tell me there isn't enough room on their computer for all my sponsors.

It takes each and every one of these sponsors, no matter how big, to go racing, so the AMA should make sure they are all listed in the program.

No more excuses, please, just list them. My sponsors are Circle Bell, Shoei, SuperTrapp, Hap Jones, Knight, Red Line Oil, Carlisle, Megacycle Cams, Works Performance, Pro Fuel, Tsubaki, Hi-Point, ND, Kal-Gard, Mikuni America, Grand Prix Plastic, K&N, Maxi Shoes and M&M Leathers.

Thank you very much.

SCOTT PEARSON
AMA #95
Ceres, CA

Letter to CPSC

By way of introduction, I am a 15-year member of the American Motorcyclist Association. I am also an attorney and a member of the Association of Southern California Defense Counsel.

As a trial attorney involved in the civil litigation of product liability cases, on a daily basis I see persons injured using a broad range of consumer products. They have included coffeemakers, electric fans, lawnmowers, table saws, chain saws, forklifts, heavy equipment, and of course, automobiles.

There is a common thread running through these cases. Product abuse or misuse.

The typical plaintiff is under-educated, unmotivated and looking for another to take responsibility for his actions. I have not seen one case where the plaintiff was an engineer, doctor, lawyer, or a state or federal government official.

I have read some of your recent comments concerning the safety of all terrain vehicles. I would like to ask you that if you were riding one with proper training and equipment, and without alcohol in your system, would you reasonably expect to injure yourself? Secondly, if you had a seven-year-old son in the same situation under your supervision, would you reasonably expect an injury to result? I don't think so.

As you know, in automobile cases, perhaps 50% of all injuries are alcohol related. That leaves the other half as the responsibility of drivers who are sober, but abdicate control of their vehicles. What do you recommend for them?

If President Reagan has done anything, he has stressed individual responsibility for one's actions. Ignorance of the law is not an excuse for its violation, nor should pure ignorance provide a remedy in the personal injury field against an otherwise blameless machine.

KEVIN H. PARK
Tarzana, CA

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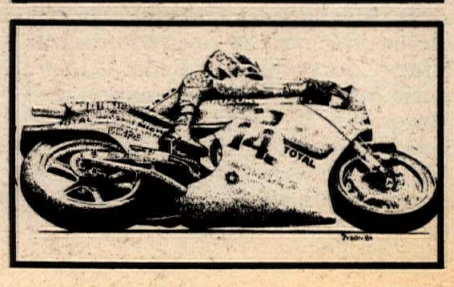
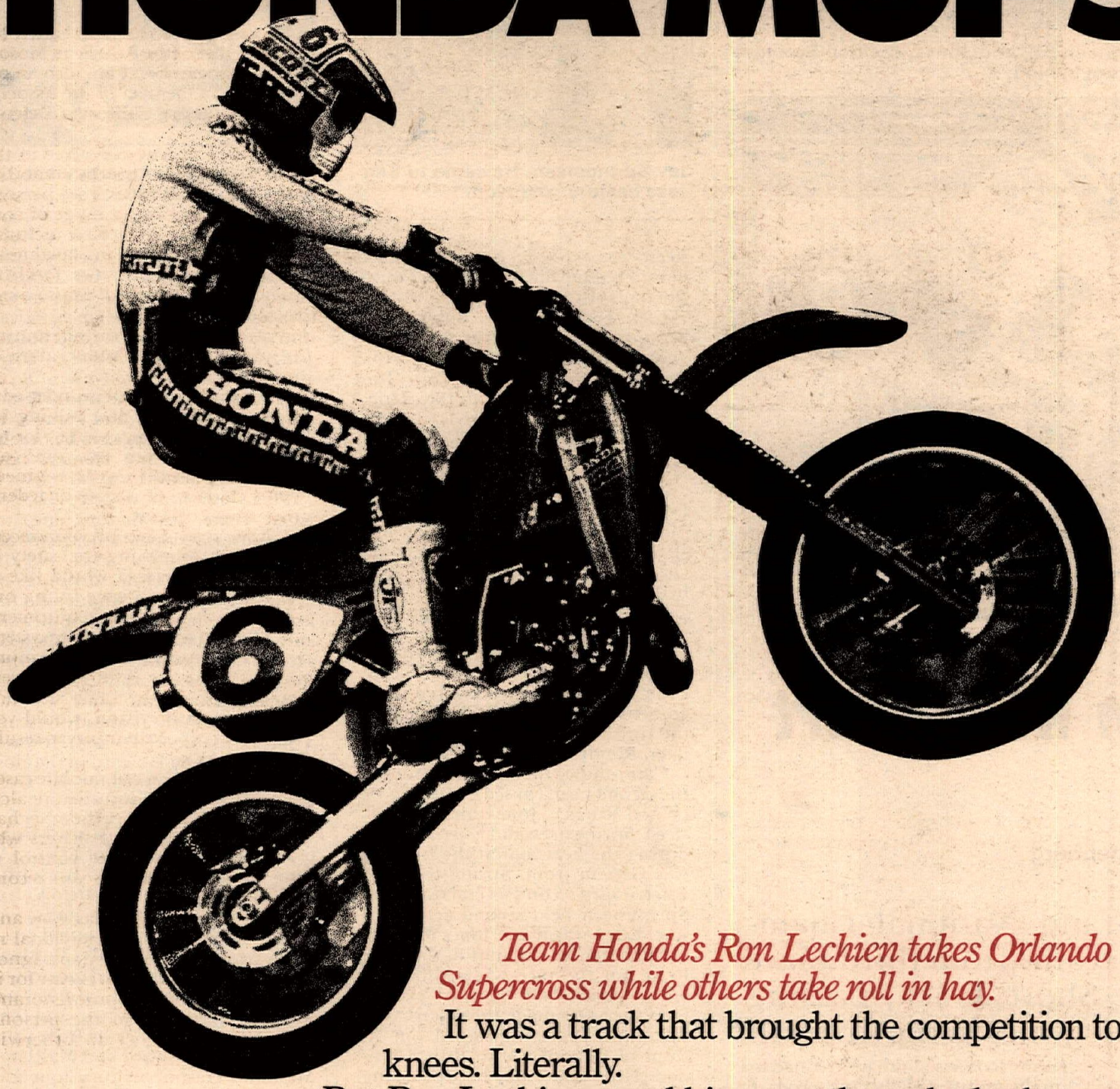


COMPETITION SPILLS. HONDA MOPS UP.



Team Honda's Ron Lechien takes Orlando Supercross while others take roll in hay.

It was a track that brought the competition to its knees. Literally.

But Ron Lechien stood his ground to take both motos.

No surprise.

Ron was on a Honda RC250. With liquid-cooling, Pro-Link™ suspension, and a front disc brake with twin-piston calipers.

Nothing could stand up to that.

It's the same kind of technology you'll find in every Honda showroom. In the form of the Honda CR250R.

So get on a Honda.

And find out why the competition always seem to be falling short.

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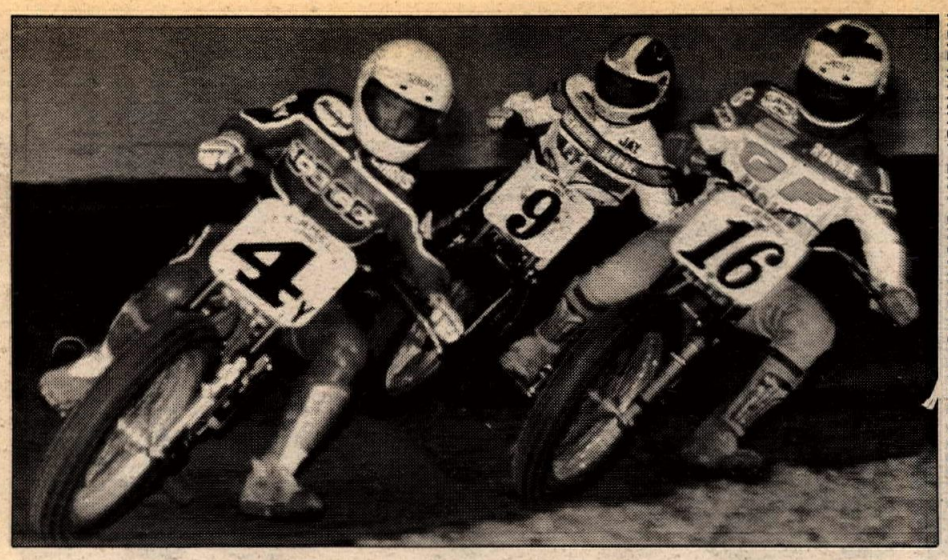
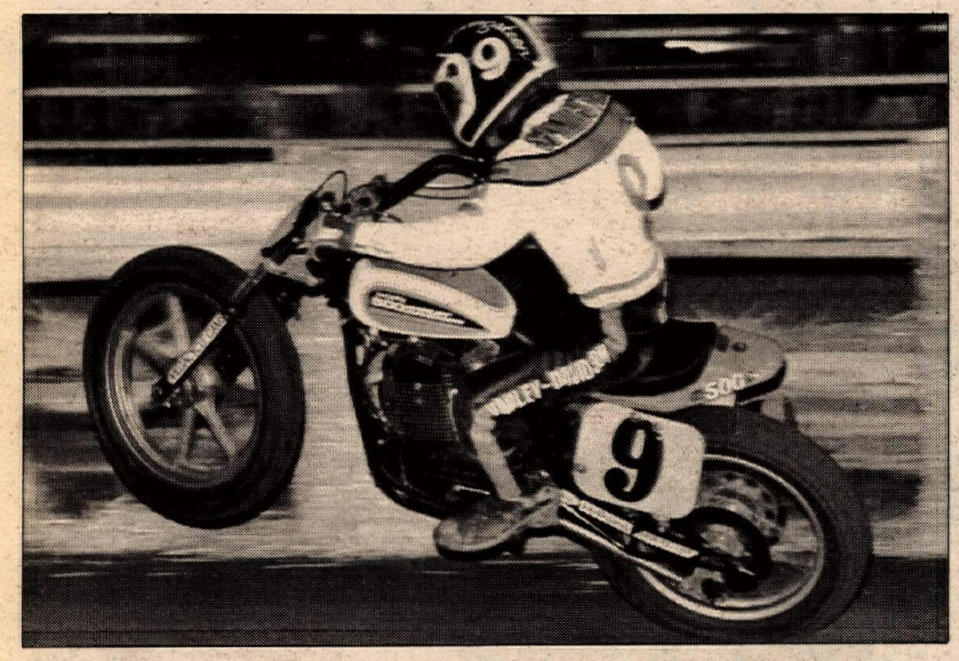
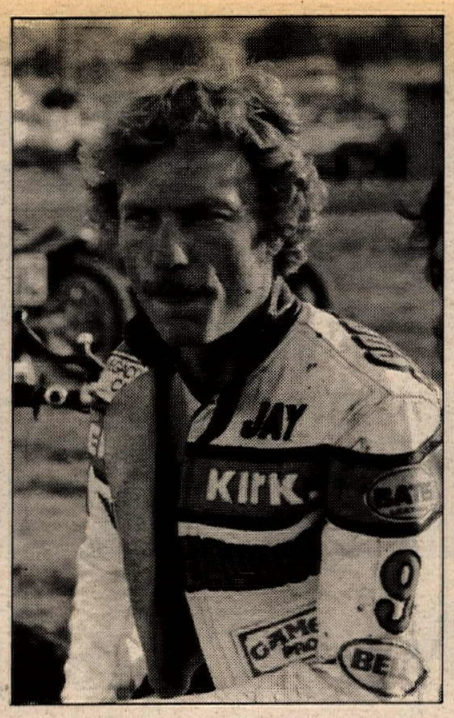


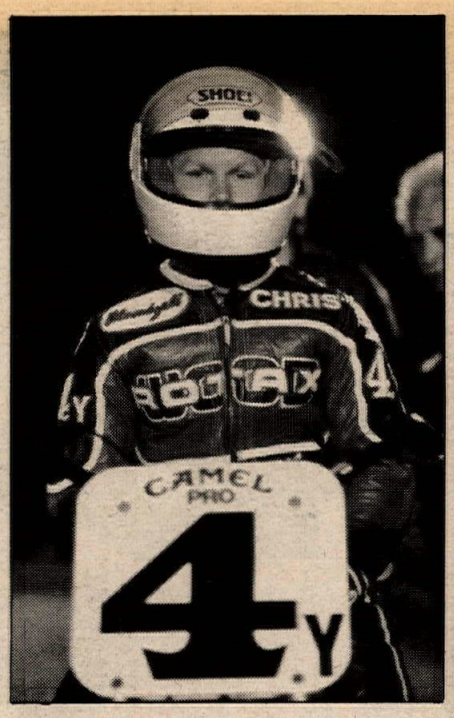
PHOTOS BY MUSH EMMONS AND JOHN ULRICH

(Above) The race: Carr (4), Springsteen (9), and Jones. (Below) Springsteen in victory, after his charge from behind.





Jay Springsteen: He came to San Jose healthy, and won.



Chris Carr: Young, articulate . . . and a hard-charger.

AMA Grand National Championship/Camel Pro Series: Round 6

Springsteen wins short track

By John Ulrich and Matt Hilgenberg

SAN JOSE, CA, MAY 4

Three-time AMA Grand National Champion Jay Springsteen came from third place to win the San Jose Short Track, passing Chris Carr and Ronnie Jones in the first half of the 25-lap race and pulling out to a convincing victory.

"Boy, it's been a long time since I've been on top of the box!" exclaimed Springsteen as he stood on the top of the victory stand in front of the grandstands. "I thought Ronnie and Chris were gonna run away. But the bike was just workin' so well I just started to pick up time on 'em."

Springsteen was untroubled by the stomach malady which has plagued him in recent years and which kept him out of the recent Ascot TT. Asked by co-announcer Dave Despain about his state of health, Springsteen replied that he felt great. "I hope I feel this well tomorrow," Springsteen said.

And speaking of recoveries, the big news in the pits at San Jose was reigning National Champion Ricky Graham, who made it to practice just seven weeks since breaking his femur in a crash while play-riding with Kenny Roberts. Graham credited his conditioning and therapy program — consisting of swimming, Nautilus workouts and bicycle riding under the supervision of sports trainer Dean Miller — with making his rapid recovery possible. He showed up with his Team Honda short tracker to get some practice prior to the next day's San Jose Mile. Graham did not run the heat races after riding practice and qualifying.

"Everybody's equal on these things," explained Team Honda dirt track coordinator Gene Romero. "Here horsepower doesn't make any difference and you can't get away from everybody. You can end up running with some guys who you don't want to ride with and get taken out. It'll be different on the mile."

Graham qualified mid-pack at 17.741 seconds.

Qualifying

Steve Eklund was fastest in qualifying on his Ron Wood-tuned Wood-Rotax, turning one lap in 17.219 seconds to set a new record. Springsteen was second fastest at 17.253, with Freddie Spencer/SuperTrapp Racing's Doug Chandler third at 17.290. Team Honda's Bubba Shobert qualified fourth fastest at 17.308, ahead of Pete Hames (H-D, 17.316), Randy Texter (H-D, 17.325), Jim Filice (H-D, 17.347) Keith Day (Hon, 17.372), Garth Brow (H-D, 17.387) and Scott Pearson (Hon, 17.391).

Heats

"The track is really nice," said Pearson before the heat races started. "It's nice and fast. All it takes is one click or bobble and everything could change, no matter where a guy qualified. It'll be a good race."

Freddie Spencer/SuperTrapp Racing's Randy Goss put together a big drive off the second turn at the start of the first heat race to pull out a lead on Pioneer Trucking-sponsored Alex Jorgensen and Eklund. They crossed the finish line in that order 10 laps later. Randy Green was fourth.

Carr jumped off the line in front of the second heat, chased by Don Estep (Wood-Rotax), Jones and Springsteen. Springsteen and Estep both led during the heat, but at the finish it was Carr in front. Springsteen and Estep traded second several times and Springsteen held second across the line. Estep was third, Jones fourth.

Chandler led the start of the third heat, but the race was red-flagged when Charlie Orr crashed exiting turn two. Orr made the restart, and this time Pearson jumped out in front of Chandler with Billy Herndon (Hon) and Terry Poovey racing close behind. Chandler took the lead for good after one more lap, and Pearson and Poovey went at it for second. Poovey came close to crashing once in turn two when his bike's front wheel hit Pearson's rear wheel; Poovey did crash exiting turn four on the last lap, heading for the checkered flag. Poovey tried coming around Pearson, didn't get by, and ran into the haybales, dislocating a shoulder. "He leaned on me and I held to my line" said Pearson later. "He didn't give an inch and I didn't give an inch, and we hit, and he slid out. I hate to see anybody go down, but short track racing is tight!"

With Poovey out, Herndon was third, Chad Felicio fourth.

Garth Brow won the fourth heat; the race ended up being between Shobert, who started from the penalty line after jumping the start, and Scott Adams (H-D). Shobert caught and ran it underneath Adams on the last lap, making the final and sending Adams to the semi-finals.

Jones led Ted Boody's College Bike Shop/K&N Motorcycles Honda, Hames and Day at the start of the fifth heat. Hames immediately moved into second ahead of Day and Boody; Jones and Hames pulled slightly ahead of Day and Boody, with Scott Parker (H-D) alone behind. Hames ran it up close to Jones going into turn one, but couldn't get by. At the finish it was Jones, Hames, Day, Boody and Parker.

The sixth heat was red flagged when Texter fell in turn one and Filice threw it down rather than ride over the edge of the track into the parking lot. Don Howard, riding one of the only Hondas without a Radial Four Valve engine, holeshot the start and led Filice and Tim Mertens. Mertens crashed in the first turn on the second lap and was out with bent handlebars.

Filice won the heat, ahead of Arnaiz, Tom Maitland (H-D) and Howard; Maitland got by Howard in the closing laps.

Semis

Herndon won the first semi-final, beating off the charges of Estep; Eklund worked his way up from fifth past Lance Jones and Felicio to finish third; Felicio got past Jones, too.

Howard holeshot the second semi-final, too, ahead of Boody, Maitland and Day. Maitland moved into second and caught Howard, almost got underneath into turn two, and then made the pass; Day came from third to pass both Howard and Maitland; Maitland crashed in turn four and Day won, with Boody second and Howard third.

Last Chance Qualifier

Howard blasted away first in the Last Chance Qualifier, leading Adams, Eklund and Boody. Parker fell in turn four and was out; Boody worked up into the lead; Boody found he couldn't run low where he wanted to because the riders in front of him were already on the low line. So he rode around the outside, took the lead, then pulled down onto the low line and won the race. Eklund got past Howard and the finish was Boody-Eklund-Howard.

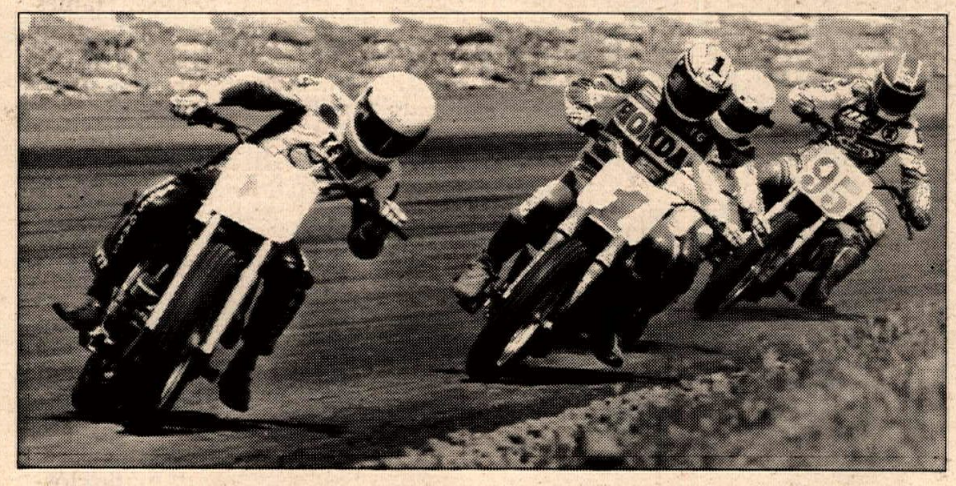
Junior National

Champion Frames-sponsored Aaron Hill (C-A) began the Junior program by winning the first six-lap heat over Bryan McDowell and Winkie Freitas (Hon). The second heat was the slower of the two, and Brian Atherton was the winner. Bruce

(Continued to page 8)

PHOTOS BY MUSH EMMONS AND JOHN ULRICH

Jorgensen leads Boody, Hank Scott (14), Filice (17), Shobert (67), Graham (behind Shobert), Springsteen (9), Howard (48), Goss, Pearson, Parker, Chandler (10) and Maitland (30). (Below left) Scott, Graham (1), Filice and Pearson (95). (Below right) Second-place finisher Hank Scott.



AMA Grand National Championship/Camel Pro Series: Round 7

Shobert nips San Jose Mile victory

By Matt Hilgenberg

SAN JOSE, CA, MAY 5

American Honda/Bell Helmets/Moto-X Fox-sponsored Bubba Shobert won his third consecutive San Jose Mile by inches today in one of the most exciting mile Nationals in recent history. In a race where the lead changed sometimes three times per lap, Harley rider Scott Parker came in a close second, with Hank Scott finishing third in his first ride on the B&M Mufflers/J&R Machine-sponsored single-shock Honda RS750D.

Early contenders Jay Springsteen and Tom Maitland experienced troubles on lap 15. Springer pulled off with a machine that wobbled badly down the straightaways. He had apparently bent the frame in a turn-one crash at Sacramento three weeks ago; the weakened structure couldn't withstand the stress of running on the big oval, and continued to bend — ever so slightly — each lap until it was too ill-handling for the former three-time National champ to continue. Maitland's Harley "either vapor-locked or had ignition trouble, we're not sure yet," according to Tex Peel.

Qualifying

Shobert was the top qualifier at 37.915, just ticks ahead of Garth Brow, who at 37.941, was the only other rider to clock-in under 38 seconds. Defending National champ Ricky Graham made his racing debut since his suffering a broken femur in March. He qualified third with a 38.007-second lap. Fourth quickest was Alex Jorgensen, who is getting his Honda dialed-in, at 38.018; Bell/Hi-Point/Spectro/H-D Motor Co.-backed Parker rounded out the top five (38.136). The last rider to make the 48-rider field was Mike Arthur, who stopped the timers in 39.412 seconds.

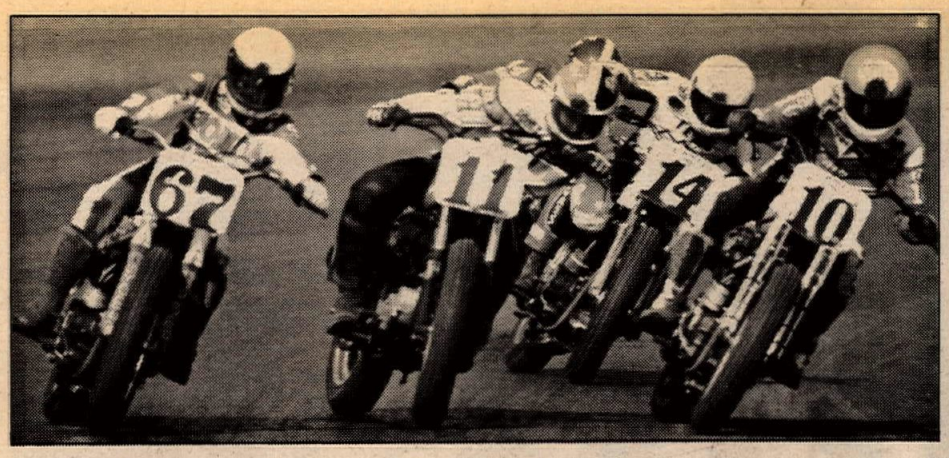
Heats

Ronnie Jones got the holeshot in the first heat race, but it didn't last more than a half-lap as the all-powerful draft came into play. At the completion of lap one, Parker was in front, followed by Shobert, Jones and College Bike Shop/Arai/Moto-X Fox/Visa Filter/Megacycle-sponsored Ted Boody. Shobert passed Parker on the front straight going into turn one on lap two, and rode on to the win. On the fifth circuit, Jones caught Parker, and the two began to swap the position. Three laps later, Boody and Chandler caught up to the Jones/Parker duel and Boody passed Jones for third. On the last lap, Boody took over second, and trailed Shobert past the checkered flag. Parker finished the 10-lap heat in third, the final transfer spot. Chandler nipped Jones for fourth.

Heat number two had Texan Sammy Sweet in the lead off the line, followed by Brow. However, when they came around to complete lap one, Brow as in front; Ohio-based riders Gary Scott and Steve Morehead (on Jimmy Filice's back-up bike) ran 2-3. Going into turn three on the second lap, Brow went under Scott, and Morehead was dropped to fifth by Maitland and Sweet. Maitland (Tex Peel/Hi-Point/Spectro/Shoei) took over the lead for about half a lap, then Scott retook the place. In a flurry of lead changes, on lap seven, Sweet's bike broke its ignition bracket and lost the ground, and he was out for the day. Maitland finished the race in first place, with Brow and Scott in tow. Lance Jones made a bid for third on the last lap, but drifted high and finished in fourth. Morehead ended up sixth, behind Billy Herndon.

Graham got the holeshot in heat three; Dan Bennett (Hon) was second off the line, with Jimmy Filice (Bayland Racing/Shoei/Bel-Ray) third. Scott Pearson got a good jump at the start, but missed a shift and was mid-pack by the time they hit turn one. Filice passed Bennett going into turn three, then started the second go-around by passing Graham in turn one. Chris Carr moved up to third on lap two, and Hank Scott was running fourth. Two laps later, Scott passed Carr and set out after the leaders. Then Carr went a little high in the first turn, and Pearson was there to fill fourth. On the seventh lap, Graham was dropped from first to third, in one smooth pass. Scott became the new leader. The top three runners kept this pace for the next three laps, passing one or two riders each lap, until the last half of the 10th and final lap. Scott went to the pits the winner, with Filice second and Graham third. Pearson was one spot from qualifying for the National, in fourth, and Carr was fifth.

Eklund was riding the injured Terry Poovey's Harley; he was first to turn one in heat four, but was dropped to fifth going into turn three on the first lap. Randy Goss, Springer, Pete Hames and Jorgensen were all ahead of Eklund when the initial lap was completed. Springsteen led for a short while, then Hames took over. Beginning lap four, the contenders barrelled down the front straightaway — four abreast. Jorgensen had the edge of being on the inside, he grabbed the lead. Springsteen maintained second, with Goss third. It was four abreast again going into turn three, but the positions held. They continued this battle for supremacy; each rider took his turn at leading, but it



Last lap, last corner, Shobert (67) and Parker (11) wide, Chandler (10) set up for an inside drive past to the line — until he lost his chain.

was Jorgy out front when the flag dropped. Springsteen had to settle for second, and Goss also transferred to the main with his third-place finish over Hames.

Finishing fifth in the fourth heat was road racer Wayne Rainey. He was riding a Mert Lawwill Harley fitted with Simons upside-down forks and an Ohlins twin-shock set-up out back. They didn't have time to get the bike properly dialed-in before the San Jose race, and ended up going to conventional forks before the heat to help cure a terrible wobbling problem. The mechanics thought they could get the forks to work in the relatively-short practice session, but ran out of damping adjustment.

Semis

Chandler put his Freddie Spencer/SuperTrapp Racing Honda into the lead of the first semi before the end of lap one, as Ronnie and Lance Jones filed in second and third. Chandler led each lap of the 10-lap race, as Ronnie and Lance Jones handed second back and forth. Ronnie Jones held the last transfer spot at the beginning of lap 10, then Lance Jones rode his Harley into second going into turn three, and had Ronnie covered by a bikelength, but suddenly raised his hand and slowed just yards from the flag, and Ronnie Jones sped by to earn a berth in the main.

Rainey got the holeshot in the second semi. Then Pearson, on the B&M Muffler/J&R Machine Honda, took over the lead before the lap was over. Hames and Carr then passed Rainey and all three closed on Pearson. At the halfway point, Pearson was still leading, with Hames a close second, Rainey third and Carr fourth. Hames began to pressure Pearson, sometimes taking the lead going into the turns. But, as he took the white flag, Hames' bike began to cut out, then it finally lost power in the front cylinder on the back stretch when something bounced up and smashed the spark plug gap shut. As Hames slowed, Carr drove by to take second to Pearson; Rainey was third. Hames was credited with ninth, and his day was over.

Last Chance Qualifier

Don Howard got the holeshot in the LCQ, with Lance Jones hot on his heels. The two traded the position nearly every lap, but it was Howard holding the upper hand most of the time. Howard took the 17th spot in the National when he took the checkered flag a bikelength ahead of Jones. Tim Mertens, who was riding his old Harley since blowing up the new Honda at a recent local half mile, finished third.

Junior National

Brian Atherton easily won the first six-lap heat race over Adam Sabedra and Wood-Rotax rider Tim Skov. Heat two saw number two qualifier, Dave Bird Specialties/Knight Racing Frames/Blendzall/Arai/Hi-Point Honda rider Winkie Freitas take command, with Ted Taylor (Rtx) right behind. After a three-lap duel, Freitas began to pull away, and took the checkered flag first. Taylor hung on for second, with Champion Frames/Shoei/Hi-Point/ Daeco/Matco Tools/ND/Castrol-backed Aaron Hill, on a restricted Harley XR750, third.

Freitas was first off the line in the main event, with Taylor second and Atherton third. The leading duo began to pull away in a repeat of their heat-race duel. But, in about three laps, Taylor began to fade back and Atherton closed the gap. Once Atherton caught Taylor, it took him a couple laps to get by, then the rest of the 12-lap event was spent slowly reeling-in Freitas. Finally, Atherton was about eight bikelengths behind as they went on to the back stretch for the final tour around the one-mile oval. By the time they reached turn three, Atherton was even with Freitas, and he claimed the lead before they reached turn four. Atherton rode on to take his second win in less than 24 hours, with Freitas second and Taylor a distance back in third.

Final

Boody got the holeshot in the 25-lap main event, but Jorgensen (Hi-Point/Storz/Pioneer Trucking) had the lead when they crossed the start/finish line for the first time. Boody trailed in second, followed by a tight pack consisting of Springsteen, Filice and Hank Scott. Shobert got off to a midpack start, and was running about eighth. On the fourth lap, Shobert caught up to the leading bunch. Jorgensen still held the lead, Boody was second, Springsteen third and Shobert fourth. Filice was running fifth, but only a few bikelengths short of the front. On the fifth lap, Filice drove by Shobert and Springer — whose Harley was wobbling visibly on the straights — on the back stretch to take over third. Filice moved into second on lap six, then passed Jorgensen for the lead on lap eight. A half-lap later, Springsteen went on the outside of Filice going into turn three, and Jorgensen opted for the inside line. When the passing was done, Jorgensen again came out in front, Springsteen was second and Filice third.

The lead continued to change, with Filice taking the lead back going into turn one. The positions were Filice in front, followed by Jorgensen, Springer, then Boody and Shobert. Boody again took a turn at leading, then at the completion of lap 10, Jorgensen took over one more time. Filice ran second, ahead of Springsteen, Boody and Shobert.

Two laps later, at the midway point, Jorgensen was still in the front of a five-way battle for the lead. Boody was next in line, then Filice, Shobert and Parker.

On the start of lap 15, Shobert was

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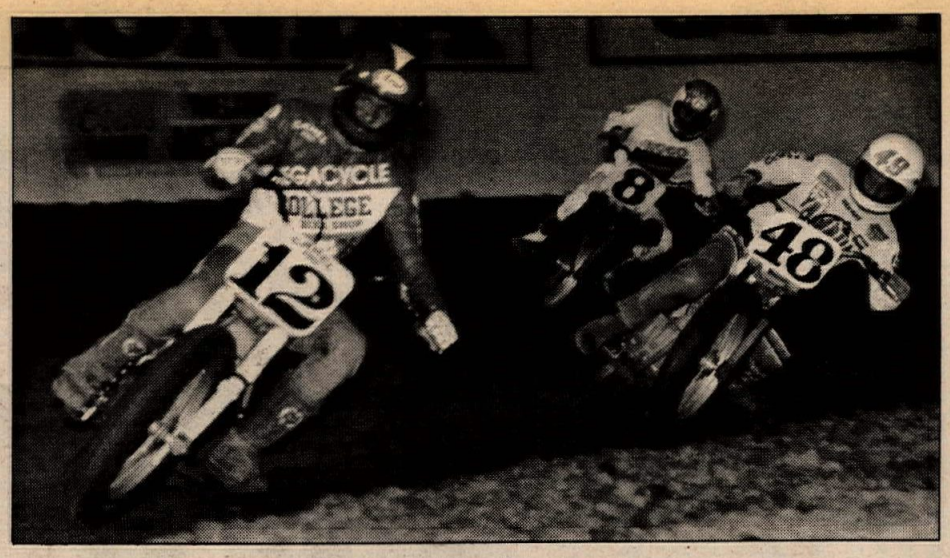

Boody (12) got into the short track final the hard way. Here he leads Eklund (8) and Howard in the Last Chance Qualifier.

Short track

(Continued from page 6)

Johnson finished second ahead of Adam Sabeda; Anthony Holdsclaw was fourth.

Atherton got the holeshot in the 12-lap, 12-rider main event. McDowell got off the line second, followed by Hill, Freitas and Bruce Johnson (H-D). On the third lap, Hill passed McDonnell on the inside going into turn one. Four laps later, Dave Bird Specialties/Knight Racing Frames/Arai/Blendzall/Hi-Point-sponsored Freitas also put a move on McDowell then passed Hill. But Atherton had a good lead and wasn't slowing down. At the checkered flag, it was Atherton, Fritas, Hill and Johnson. McDowell held on for fifth. "I wanted to get the holeshot, get out there, and ride my own race," said Ron Wood Products/Hi-Point/Shoei-backed Atherton, after the main.

Final

Ronnie Jones and his Denis Harris-tuned, GF Racing/Gill/Megacycle/Knight/Shoei-sponsored Honda led the start of the final, ahead of Chandler, Carr, Goss and Filice. Shobert crashed between turns three and four, and restarted last. "I thought a guy in front of me was going to slide out," said Shobert later, "and I got sideways and then spun it out." Shobert fell right in front of Brow, and Brow lost several places.

For six laps it looked like Jones would win — he pulled distance on Chandler and Carr, but even in those opening laps nothing was settled behind Jones. Goss found himself bumped back to sixth on the second lap, with Springsteen eighth. A lap later Goss was fifth; another lap, fourth; two laps later, third.

At this point Jones led, a bit ahead of the pack battling for second, being Carr, Goss, Chandler, Springsteen, Filice and Hames. One more lap and Carr was on Jones, with Goss and Springsteen just behind, Filice and Hames and Chandler next.

Carr took the lead, and Springsteen was on Jones; those three started to pull on Goss.

It was 12 laps into the 25-lap final that Jay Springsteen rode around Jones and Carr and took the lead in the third and fourth turns; the cheer from the crowd left no doubt who they favored. Behind Springsteen were Carr, Jones, Goss, Filice and Hames.

Carr tried running high, holding second just ahead of Jones and Goss and Filice and Hames; it didn't work, and Carr didn't close the gap; Springsteen started working out a lead on the battle for second between Carr, Jones, Goss and Filice, and, depending upon the lap, sometimes Hames.

By the 18th lap Springsteen had two seconds — a giant lead in short track terms — over Carr, who had a partial-second on Jones, Filice, Goss and Hames. Filice was visibly bumping Jones trying to find a way past.

Springsteen worked his lead out to three seconds by the 22nd lap and lapped Shobert on the same lap. Carr had a second on Jones and Filice.

Springsteen won, and the crowd went crazy, cheering and whistling and yelling. Shobert came around next, lapped by Springsteen but then running just behind him to the finish. Carr was second, Jones third and Filice fourth, Goss fifth ahead of Hames, Day, Chandler, Herndon and Boody.

"I just couldn't get around him," Filice told his sponsor, Richard Matuszek, and tuner Don Carlyle of Happy Trails Racing. They told him he had ridden the wheels off the bike; he replied that their Harley/Rotax was the fastest 500 he had ever ridden.

Jones said he'd planned on running low and geared his bike that way — when Springsteen and Carr got around him by running high, he couldn't move up and try to run with them because his bike was already floating the valves on the low line, and he was worried that on the longer high line his bike would over-rev too much and blow up.

Carr's bike broke on the last lap, in the last turn, he told reporters afterwards. "It's a good thing I had a little bit of a lead on them" Carr said. "I thought it might have run out of gas, and I checked the petcock, kind of shook the tank a little and it didn't ignite."

Carr coasted across the line, still second, the problem to be determined later. Carr is sponsored by Ron Wood Racing Specialities, R&B Harley-Davidson of Racine, Wisconsin, Shoei Helmets, Hi-Point and Blendzall.

Springsteen credited his tuner, Paul Chmiel, along with sponsors Super-Trapp, Megacycle, Hi-Point and his mother and father, who were at San Jose to watch him race. •

Results

FINAL: 1. Jay Springsteen (H-D); 2. Chris Carr (W-R); 3. Ronnie Jones (Hon); 4. Jimmy Filice (H-D); 5. Randy Goss (Hon); 6. Pete Hames (H-D); 7. Keith Day (Hon); 8. Doug Chandler (Hon); 9. Billy Herndon (Hon); 10. Ted Boody (Hon); 11. Alex Jorgensen (W-R); 12. Garth Brow (H-D); 13. Scott Pearson (Hon); 14. Rich Arnaiz (C-A); 15. Bubba Shobert (Hon).

TIME: 7 min., 17.038 sec.

12 LAP JR NATIONAL: 1. Brian Atherton (W-R); 2. Winkie Freitas (Hon); 3. Aaron Hill (C-A); 4. Bruce Johnson (H-D); 5. Bryan McDonnell (Hon); 6. Adam Sabedra (Hon); 7. Donnie Harrell (Hon); 8. Anthony Holdsclaw (Rtx); 9. Larry Staggs (Yam); 10. Peter Goddard (Hon); 11. Don Myers (H-D); 12. Otto Jorgenson (Yam).

QUALIFYING: 1. Steve Ekund (W-R) 17.219 sec.; 2. Jay Springsteen (H-D) 17.253; 3. Doug Chandler (Hon) 17.290; 4. Bubba Shboert (Hon) 17.308; 5. Pete Hames (H-D) 17.316; 6. Randy Texter (H-D) 17.325; 7. Jim Filice (H-D) 17.347; 8. Keith Day (Hon) 17.372; 9. Garth Brow (H-D) 17.387; 10. Scott Pearson (Hon) 17.391; 11. Don Estep (W-R) 17.397; 12. Alex Jorgensen (W-R) 17.398; 13. Randy Goss (Hon) 17.407; 14. Chris Carr (W-R) 17.453; 15. Terry Poovey (H-D) 17.464; 16. Scott Adams (H-D) 17.489; 17. Ronnie Jones (Hon) 17.495; 18. Don Howard (Hon) 17.522; 19. Rich Arnaiz (C-A) 17.568; 20. Scott Parker (H-D) 17.572.

TEAM HAMMER JUST KEEPS LAPPING UP THE VICTORIES.

Team Hammer pounded over 367.5 miles in the AMA/U.S. Endurance Series at Willow Springs. Not only did they set a new U.S. record for miles covered in a four hour race, but they finished 4 laps ahead of everybody else.

Not even forty mile per hour winds could push Team Hammer off course. They blew by the competition to easily win the race. Of course, Team Hammer was riding the 1150-powered Suzuki.

Team Hammer and Suzuki. Together they're running laps around the competition.

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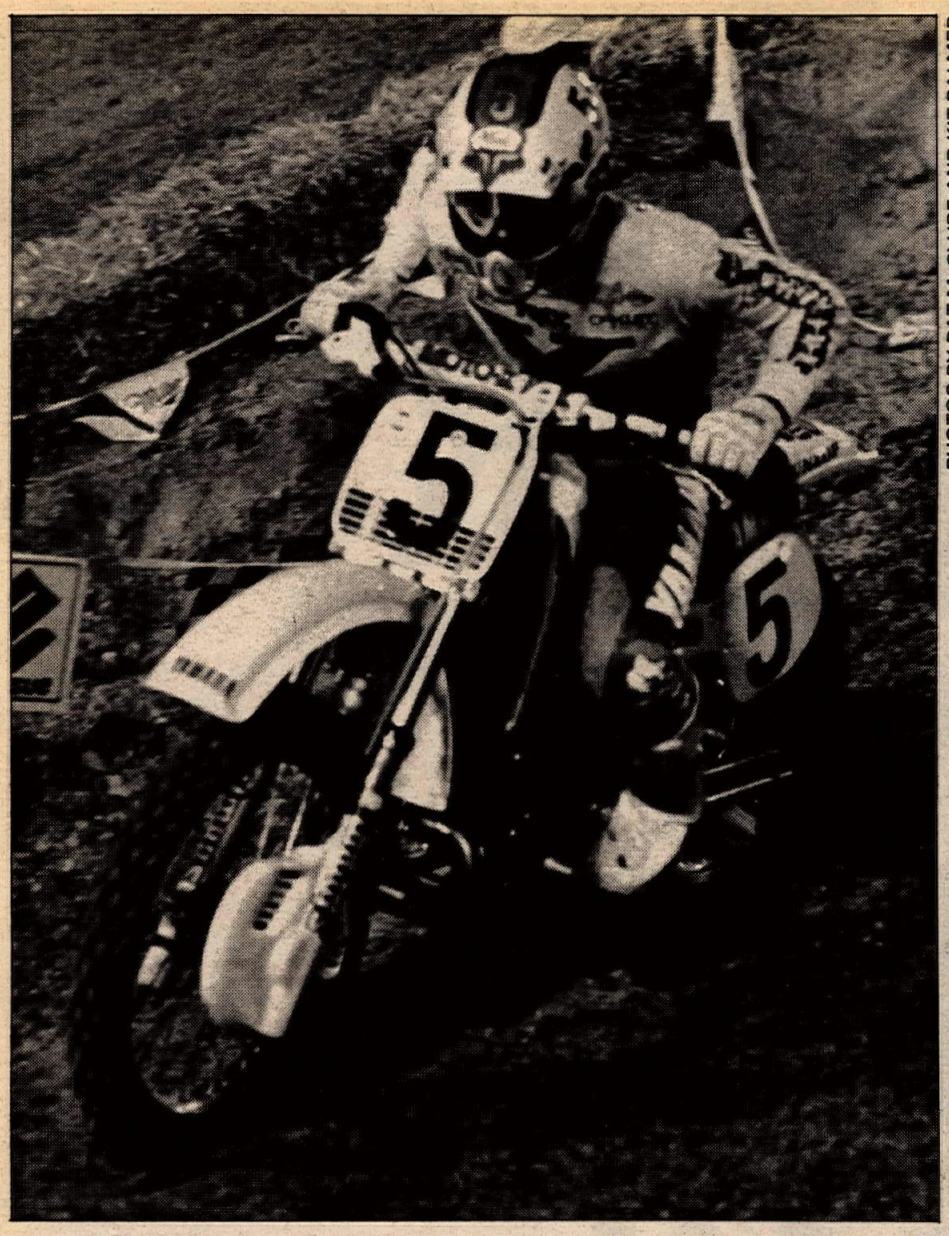

PHOTOS BY PAT McCLURE AND KIT PALMER

Ricky Johnson's Dallas SX win is his first of the year. (Below) Jeff Ward and Jim Holley provided one of the best duels of the night.

Bob Hannah: "One more supercross for this kid, and I think that's it," stated the Hurricane afterwards. He finished seventh overall.

AMA/Miller High Life Supercross Series: Round 9

Johnson wins in Dallas

By Kit Palmer
DALLAS, TX, MAY 4

Team Yamaha's Ricky Johnson won his first supercross of the year by narrowly beating Kawasaki's Jeff Ward and Honda'a David Bailey inside the Cotton Bowl Stadium in Dallas, Texas, for the ninth round of the AMA/Miller High Life Supercross Series. Johnson's win puts him in the middle of the closest points battle since Supercross began back in 1972. Going into tonight's race, only five points separated the top three riders: Jeff Ward (174), Broc Glover (173) and Ron Lechien (169). Nine points back followed Johnny O'Mara and Johnson at 158.

Johnson finished second in the first moto (behind Ward) and won the second, collecting 47 points and jumping to third in the standings, 12 points behind leader Ward, who now has 217. Lechien has fourth, one point behind Johnson.

"Everything is workin' out pretty good now, I'm 12 points out of the lead, and I hope I get some good finishes in California," said Johnson. "Things are clicking, I'm getting my training done during the week, I'm riding a lot, my mechanic, Cliff Lett, is doing a great job and my bike is running good. I'm getting pretty good starts; I'm really happy about that. I kept telling myself 'I'm going to win, I'm going to win' and I did."

Ward led from start to finish in the first moto, but a first-turn traffic jam in the second moto cost him a shot at overall victory; he came around the first lap near the back of the pack but quickly worked his way to the front to finish fourth, second overall.

Honda's David Bailey finally put together a couple of good rides, almost winning the second moto and ending third overall with a 3-2 tally. "It feels good for a change but Rick was better," said Bailey.

"I'm just glad I did what I did," said Lechien after his fourth overall finish. "I hurt my other ankle practicing during the week, and I knew I was in trouble when I rode practice. It was tough enough just getting out there and riding."

On a clear and warm night in Dallas, an estimated 32,000 spectators filled the stands and saw some of the best supercross racing of the year, including a fantastic dogfight between Keith Bowen and Bob "Hurricane" Hannah, and another fierce duel between Ward and Jim Holley during the next races. The track dried out and became very hard-packed as the night wore on.

Heats

The first heat race saw Kawasaki's Goat Breker jam to the front of the pack, while Suzuki-mounted Brian Myerscough, Bailey and Team Tamm's Alan King (Kaw) closely pursued. These positions remained the same for a lap, then Myerscough went wide in a turn and both Bailey and King snuck underneath him. Bailey set after Breker, and the two pulled away from the rest of the pack after King went down in a turn, recovering in fourth. With two laps to go, Bailey motored by Breker in the whoops and took the lead, then the win. Third and fourth went to King and Suzuki's Russ Wageman, the top three going directly to the main.

Heat two featured the nail-biting feud between Bowen and Hannah. Hannah took the early lead with Bowen, Jeff Hicks (Hon) and Dennis Hawthorne trailing.

Hannah led for a lap before Bowen pulled up alongside the Hurricane for the next two turns then stuffed his way into the lead. Hannah certainly wasn't through yet. He retaliated a few turns later, and the two slammed into each other with Hannah retaking the lead, while managing to tap Bowen's shoulder, but Hannah's lead didn't last for long. Bowen banged handlebars with Hannah again while forging ahead. Hannah stayed close for another lap before doing a spectacular loop-out over some whoops.

Bowen went on to win the race ahead of Suzuki's Scott Burnworth and Hicks. "I thought we were going

Broc Glover (4) is about to zap Holley in the fourth qualifier. Glover is still second in the standings only one point ahead of Johnson.

to start back at the old times," said Bowen. "Nothing was done intentionally, but it's the only way to pass out there on this tight track. You have to block pass, and we were doing that to each other. He didn't say much to me after the race, then again, we don't talk to each other much anyway; only a few words now and then."

"He was being kind've dirty, I think," said Hannah, "but you kinda had to be to pass. He didn't do anything too crazy. When I passed him that one time, I just patted him on the shoulder to say 'hey, no big deal.'"

The third heat went to Johnson who had to pass Kawasaki's Mark Barnett during the first lap. The two stayed close for the remainder of the race, Barnett couldn't repass. JoJo Keller (Hon) wound up third.

Heat four was another thriller. Lechien took the holeshot ahead of Suzuki's A.J. Whiting, Holley and Husky's Micky Dymond.

During the first lap, Whiting bailed hard when he overshot a turn after a double jump, ending his night. This gave second to Holley, followed by Glover and Ward. Lechien lost his lead when Holley and Glover dove underneath him in a turn, then Glover passed Holley for the lead, while Lechien did the same a lap later. Glover held a slim lead over Lechien, both developing large ground over Holley and Ward — then things really started getting exciting.

Holley and Ward got into a heated fight for third much like the Bowen/Hannah brawl. The two bounced off each other a number of times, obviously trying to stuff each other as "cleanly" as possible while swapping positions at least eight or nine times. The duel lasted to the checkered flag: Glover, Lechien, Ward and Holley.

In the pits following the race, Ward and Holley exchanged words with clenched fists. "A lot of people are putting a lot of money behind me, and I want to go for it; I'm not backing down for no one," said Holley. "I thought it was good, clean racing, the crowd loved it, and that's what they pay money to see. It wasn't no knock down, drag-out brawl; there were a few times I could've center-punched him or something, but I didn't do anything unusual. Maybe he (Ward) thought I was unfair, the pressure for the championship and all. Maybe he thought Yamaha told me to block, or screw with his head, but there is none of that goin' on."

Semis

Yamaha rider Scooter Stafford easily won the first semi, while Johnny O'Mara (who finished the third heat in sixth) came from a last-place start to finish second after passing Canada's Ross Pederson (Suz) with two laps to go.

Suzuki's Erik Kehoe looked to have the second semi all wrapped up, but crashed when he overshot the same turn Whiting had earlier. This gave the lead to Honda rider Guy Cooper, who endoed in the whoops two laps later. Holley then took over the lead but Hannah was closing in. However Holley took the win, with Hannah second.

Last Chance Qualifier

This race belonged to Team Tamm's Mike Beier — he led from start to finish without any problems. Suzuki rider Clay Hoenshell also rode smoothly to nail the second spot and the final transfer of the night.

Finals

Ward and his Kawasaki sailed into the lead at the start of the first final moto and quickly extended that lead to a few seconds over Barnett. Bailey quickly displaced Barnett making it Ward, Bailey, Barnett, Glover, Johnson, Hannah, Lechien, Bowen, Holley and Breker. O'Mara was caught in a first-turn pile-up along with Burnworth. King endoed in the whoops, huring his wrist and finishing his night.

As the race progressed, Bailey slowly closed the gap on Ward to a couple of seconds, while Johnson was picking off riders one-by-one. It was Ward, Bailey, Johnson, Glover, Hannah and Bowen on lap four. Things stayed in the order until near the end of the race when Johnson began to put the pressure on Bailey. Eventually, Johnson pulled alongside Bailey in a turn and passed him on the following straight. Ward held on to his slim lead to take the win, Johnson second, Bailey third. Glover took fourth ahead of Hannah, Lechien, Bowen and Breker. O'Mara finished 14th.

"I made the biggest mistake I could have," said Bailey. "I took my eyes off Jeff and started worring about Rick. He just swallowed me up!"

Johnson grabbed one of his rare holeshots at the start of the second final moto, but Bailey zapped Johnson two turns later making the top five Bailey, Johnson, Lechien, Glover and Barnett. O'Mara was sixth; Ward 13th.

Ward was quickly on the gas, desperately trying to work his way to the front; by the fourth lap he was fifth.

Bailey held on to his lead, despite having Johnson breathing down his back. As Bailey and Johnson diced for the lead, Lechien was a few seconds behind; then Glover followed at a distance. Ward was still fifth trying to catch Glover but not having much luck.

Johnson was pressuring Bailey with four laps to go. Then he made his move: He snuck inside of Bailey in a right turn, and then they drag-raced to the next corner over some whoops — Johnson won. Two laps later, Glover overshot a turn, allowing Ward to cruise by for fourth. At the finish it was Johnson, Bailey, Lechien (a wheel-length behind Bailey), Ward, Glover, O'Mara, Bowen and Barnett.

Another exciting dogfight of the night was this one between Keith Bowen and Bob Hannah (hidden). Bowen won it while Hannah looped it.

"I knew David and I were battling for the overall," said Johnson later, "and that's why I stuffed him so hard at the start, because he thought he could intimidate me, or put me back a couple of spots — he knew he had to beat me to win, but I don't let things like that affect me. I just kept plugging away, and I knew that I could get him. I got close enough to where I could put a wheel in on him and he couldn't make the double and it put us even. I just snuck by him and tried to make it stick."

"It's kind've a points situation right now, and I'm just trying to help out," said Bailey. "I don't have any chance in my situation, so I was just trying to do Lechien a favor, because the first moto Barnett was doing zig-zags in front of Ronnie. They (Kawasaki) are already doing a little team tactics for Jeff. Of course I was trying to catch Rick, but . . . dang-it, that guy was just good tonight!"

"Terrible!" said Hannah, "that's how I felt. This isn't my kind've dirt, man, not at all. This track is just not my style — it sucks; it was pavement! Physically I felt fine, but I rode like crap. I wasn't into riding on that stuff. One more supercross for this kid, and I think that's it."

Next week, the Supercross series moves to the Coliseum in Los Angeles, California.

125cc Pro-Am

After two qualifiers won by Suzuki's Mike Healey and Honda rider Keith Turpin, the single 20-lap main was set. A gigantic first-turn pile-up took out all but four or five riders right at the start. This gave the lead to Suzuki's Booby Moore, followed by Turpin, Robert Terrill (Hon) and Brian Manley (Hon), while everyone else regrouped.

A lap later, Turpin slide past Moore and into the lead, but soon after Turpin crashed, giving the lead back to Moore. Once into the top spot, Carroll Richardson (Kaw) started to reel-in Moore and eventually passed the Suzuki rider through the whoops. However, Richardson's lead only lasted for a lap-and-a-half before he overshot a turn following a double jump. For the third time, Moore was handed the lead. Once again, Moore felt pressure from last week's Orlando, Florida, winner, Larry Brooks (Hon). This time, though, Moore held back Brooks to take the win. Manley finished third ahead of Turpin, Doug O'Donnel (Kaw) and Jeff Glass (Hon).

A very jubilant Moore said after his win, "I had a feeling I was going to win tonight, and I did!" ●

Results

OVERALL: 1. Rick Johnson (Yam) 2-1; 2. Jeff Ward (Kaw) 1-4; 3. David Bailey (Hon) 3-2; 4. Ron Lechien (Hon) 6-3; 5. Broc Glover (Yam) 4-5; 6. Keith Bowen (Yam) 7-7; 7. Bob Hannah (Hon) 5-10; 8. Jim Holley (Yam) 9-9; 9. Johnny O'Mara (Hon) 14-6; 10. Ross Pederson (Suz) 11-11; 11. Scooter Stafford (Yam) 12-12; 12. Scott Burnworth (Suz) 10-14; 13. Mark Barnett (Kaw) 19-8; 14. Goat Breker (Kaw) 17-18; 15. JoJo Keller (Hon) 13-16; 16. Mike Beier (Kaw) 17-18; 17. Jeff Hicks (Hon) 16-15; 18. Clay Hoenshell (Suz) 15-17; 19. Gary DePillo (Yam) 18-18; 20. Alan King (Kaw) 20-20.

POINTS STANDING: 1. Jeff Ward (217); 2. Broc Glover (207); 3. Rick Johnson (205); 4. Ron Lechien (204); 5. Johnny O'Mara (182); 6. Mark Barnett (156); 7. Keith Bowen (152); 8. Scott Burnworth (148); 9. David Bailey (135); 10. Bob Hannah (123).

125 PRO-AM: 1. Bobby Moore (Suz); 2. Larry Brooks (Hon); 3. Brian Manley (Hon); 4. Keith Turpin (Hon); 5. Doug O'Donnel (Kaw); 6. Jeff Glass (Hon); 7. Billy Whitley (Yam); 8. Mike Healey (Suz); 9. Drey Dircks (Suz); 10. Carroll Richardson (Kaw); 11. Craig Canoy (Kaw); 12. Billy Frank (Kaw); 13. Rodney Barr (Kaw); 14. Bart Shiflett (Suz); 15. Taylor Marcell (Kaw); 16. Wendal Simons; 17. Craig Rande (Yam); 18. Wendall Trigg (Hon); 19. Robert Terrell (Hon).

PHOTOS BY BRIAN BARNES

Honda-mounted Jeff Hicks won his first major supercross in Vancouver, BC, Canada. Hicks won the single 25-lap main leading from start to finish.

Allen Dyck (3) leads the start of the first qualifier. Jim Gibson (15) passed Dyck a few laps later to win, then he took 10th in the final.

Third Annual CMA Vancouver Supercross

Hicks storms Vancouver Supercross

By Brian Barnes

VANCOUVER, BC, CANADA, APR. 21

The third annual CMA-sanctioned Vancouver Supercross saw Atware, Ohio's Jeff Hicks walk away with his first major supercross victory, over a field of 58 Canadian riders and 10 U.S. entrants.

Hicks, aboard a Canadian/HRP/Answer/Pro Circuit/Arai/Silkolene-sponsored Honda, and assisted by Hank Howard, was untouchable in the final leading from wire to wire in spectacular fashion, joining previous American Vancouver SX winners Phil Larson (1983) and Johnny O'Mara (1984). Canada's premier rider, Ross "Rollerball" Pederson, worked his way up to a very respectable third place after a dismal start and a stalled rider left him well back at the start of the 25-rider main.

Most all riders agreed that the track was much better than the two previous years — it featured a long start stretch and several jump-infested straightaways. Attendance figures hovered around the 20,000 mark at the event which also featured Class 1 off-road cars, a Mini race and a three-wheeler race, and, despite all the added attractions the event went off without a hitch.

Qualifiers

With the CMA-devised supercross format, only two riders from each 17-man qualifier advanced directly to the main. G.A. Checkpoint Yamaha-sponsored Allen Dyck led American Jim Gibson (Yam), Ontario's Kevin Moore, and Yamaha Canada's Darrin Sharuga on the start of the first qualifier with Honda Canada's Steve Visser in tow. It didn't take long before Dyck and Gibson were involved in a great duel for the lead with Gibson showing he can still twist the throttle. Gibson took the lead position over Dyck and held on for the win and a direct transfer to the main. Dyck looked strong in second, and also assured himself a main-event start. Sharuga, Visser and Moore, along with the next five riders, advanced to the semi.

Qualifier number two found Puyallup, Washington Honda rider Jeff Chapman leading Yamaha Canada's Doug Hoover and Kawasaki-mounted Phil Larson (Cliff's Cycle Center/Hi-Point/Scott USA) off the start with Hoover and Larson soon assuming the top two spots. Chapman and Canadian Darrin Poulson (Hon) followed, but Hoover rode a mistake-free race as did Larson to take the top two spots. Valley Honda's Rob Van Dieman and Poulsen finished third and fourth, respectively.

The third qualifier gave some indication of what was to happen in the main with Hicks taking the holeshot over Labatt's Kawasaki rider Jeff Surwall and Answer Products/Marushin/Beaverton Honda-mounted Eric Hall. Hicks led from start to finish with Surwall and Hall putting on a great show for the next two spots. Surwall held Hall at bay for several laps but Hall finally jumped past the Kawasaki rider and held on to take the second spot. Surwall took a close third with Yamaha-mounted Ed Wagstaff fourth.

Pederson led the last qualifier ahead of Trevor Yuro's (Hon), Stan Lund and Moto Park Yamaha's Jeff Sutherland and it was clear the Rollerball would take the win. Sutherland moved into second with Mike Larson (Cliff's Cycle Center/Hi-Point/Scott Kawasaki) moving through the pack to challenge. With Pederson way out front and a clear winner, Sutherland and Larson put on a great dice for four laps in second and third with Sutherland awarded second by the narrowest of margins over Larson.

Quarter finals

The quarter finals send four riders to the semis with the rest retiring for the evening and in the first race Yamaha Canada's Serge Gregorie of Quebec was not to be denied the win leading the entire race over Surrey, B.C.'s Doug Stewart on a Kawasaki. The second quarter final found Holeshot Racing's Mark Cunningham and Kawasaki-mounted Pete Hesel up front at the start and just as in the race before, both riders held their positions to take first and second while Gary Kuest (Yam) was a strong third.

Semi finals

The semis featured some heavy action with eight of the 16 entrants in each heat making the main. Van Dieman took the holeshot to lead the first semi with Malcolm Smith Products Yamaha rider Cory Klaudt and Chapman following close behind. Van Dieman kept a strong pace up front and took the win with Shuruga overtaking Chapman for second. Chapman, Mike Larson, Klaudt, Mike Jorgenson, Gregorie, and Honda-mounted Jari Heinonen were third through eighth and transferred into the main.

In the second race, Visco, Moore and Super Cycle Suzuki-mounted Rich Szabo were up front on lap one. Visco didn't waste time in stretching out a good lead and went on to win. Shawn Galbraith (Hon) rode a strong race to take second with Moore, Rick Yargeau (Suz), Szabo, Ted VanNest (PDQ) John Evoy (Hon) and Honda Tex's Poulsen rounding out the top eight.

Last chance qualifier

Honda Canada's Brett Shury put his CR up front as 26 riders rounded turn one in a last-ditch effort to make the main event. Shury was not to be denied the win, as he held off Hesel, Wagstaff and Kuest to take final transfer spot of the evening.

Final

J.D. Hicks definitely had the start dialed as the 25 bikes flew down the long start straight. Hicks rounded turn one with Dyck, Phil Larson, Hoover, Van Dieman, Visser and Hall following suit. Hicks looked strong during lap one and by the time he had completed lap two was some three seconds ahead of Dyck and Phil Larson, who were locked in a duel over second. Pederson was marred in heavy traffic but had started moving up as Hoover, Van Dieman and Shury assuming third through fifth. Hicks maintained his three-second lead over Dyck, but Larson managed to move past Dyck on the next lap to take over second. The top three led a Hoover/Shury/Visser/Gregorie freight train for the next lap and at the halfway point it looked as if Hicks was on his way to the win. On lap seven Pederson entered the fray as he was now fifth and closing on the top four. Larson, still unaccustomed to his new KX, started to slow and Dyck repassed him on lap nine after Larson went too wide in a corner. Hoover and Pederson were also closing on Dyck and Larson, and on lap 11 Hoover passed both Dyck and Larson to take over second for the first time. Larson got back past Dyck, and Pederson was now ready to strike in fifth. Visser, Van Dieman, Gregorie and Mike Larson, fill sixth through ninth positions while Hall and Gibson diced for 10th. Dyck again passed Larson on lap 13 to move into third, but all at once Pederson was past both riders, taking third away as the crowd roared its approval.

The final two laps found Hicks maintaining his four-second lead and as the checkered fell he wheelied across the finish line to take his first major Supercross win and some $2400. Hoover crossed the line second with a very solid performance while Pederson's fine ride netted him a strong third. Dyck and Phil Larson took fourth and fifth after their race long duel, with Visser, Van Dieman, Mike Larson, Gregorie and Gibson rounding out the top 10.

Hicks got a huge ovation from the crowd as he was given the checkered flag and took a victory lap celebrating his first Supercross victory. Hoover was extremely happy with his second ride while Pederson, who had hoped to win, was not as pleased with putting in a great comeback ride. •

Results

FINAL: 1. Jeff Hicks (Hon); 2. Doug Hoover (Yam); 3. Ross Pederson (Suz); 4. Allen Dyck (Yam); 5. Phil Larson (Kaw); 6. Steve Visser (Hon); 7. Rob Van Diemen (Hon); 8. Mikel Larson (Hon); 9. Serge Gregoire (Yam); 10. Jim Gibson (Yam); 11. Eric Hall (Hon); 12. Darren Sharuga (Yam); 13. Jeff Chapman (Hon); 14. Corey Klaudt (Yam); 15. Mike Jorgensen (Hon); 16. Rick Yargeau (Suz); 17. Darren Poulsen (Hon); 18. Jari Heinonen (Hon); 19. Ted Van Nest (PDQ); 20. Kevin Moore (Hon); 21. John Evoy (Hon); 22. Shawn Galbraith (Hon); 23. Brent Shury (Hon); 24. Richard Szabo (Suz); 25. Jeff Sutherland (Yam).

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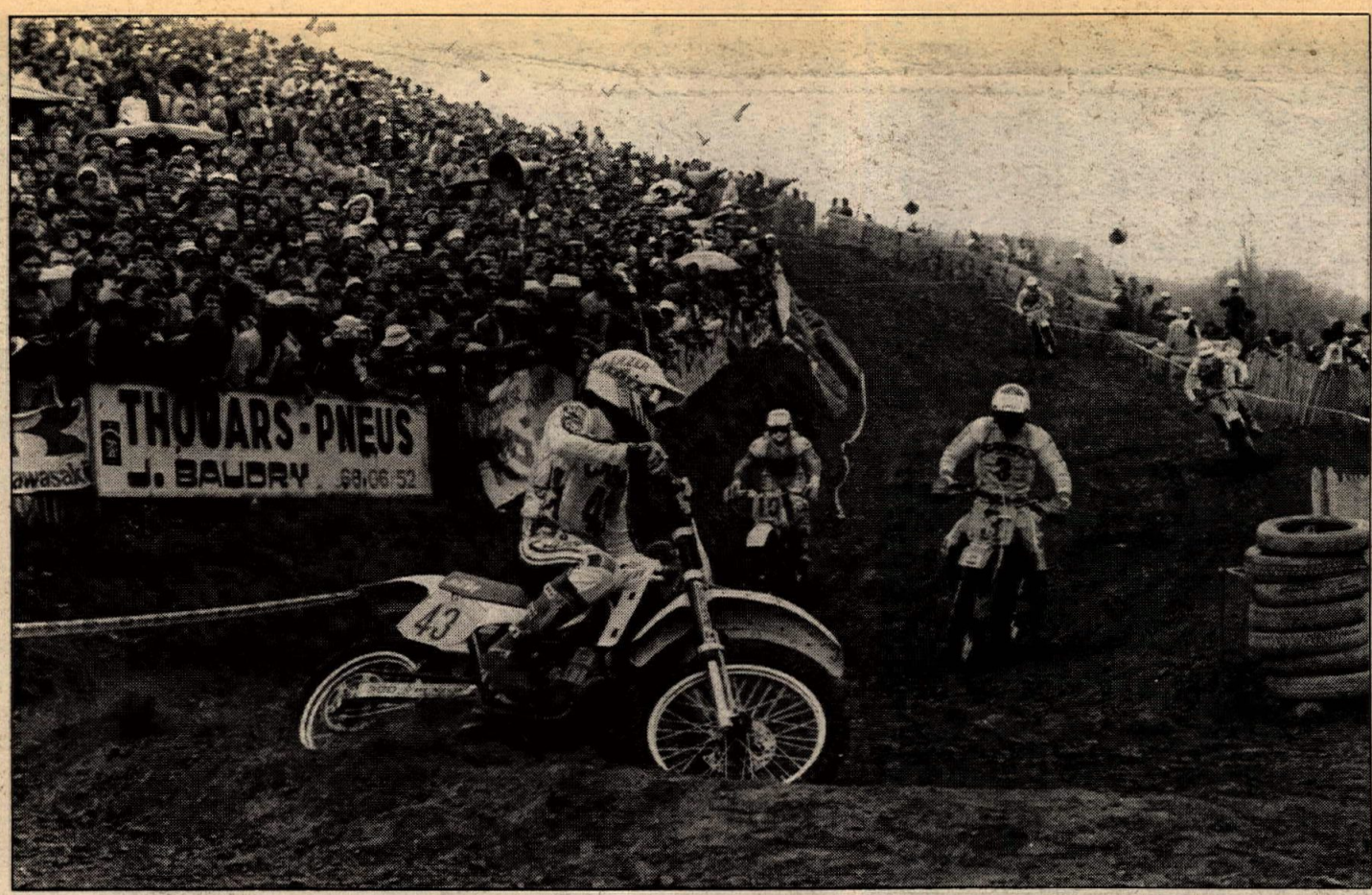


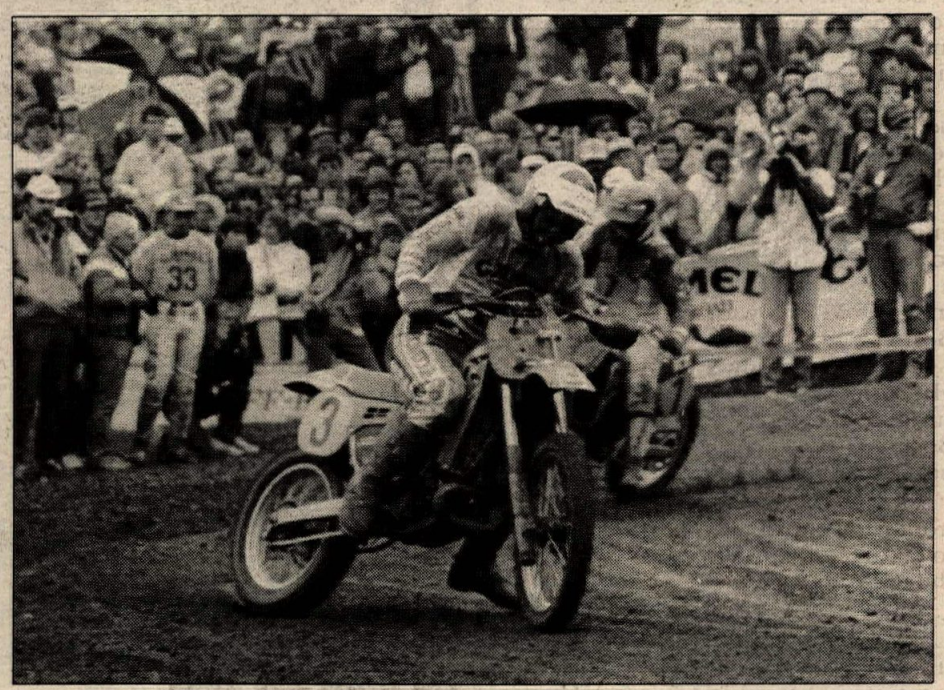
Danny Chandler (43) squares a turn as Dave Thorpe (3), Hakan Carlqvist (10) and Andre Malherbe (1) follow.

PHOTOS BY NICK HASKELL

Erik Geboers turned 4-3 finishes into second overall.

Thorpe and Geboers hold the inside line on the start of moto two. Thorpe led start-to-finish with Chandler second ahead of Geboers.

Thorpe lost a 17-second lead in moto one when his transmission broke. Laurence Spence (7) ran a strong fourth in moto one.



World Championship 500cc MX Series: Round 2

Chandler rules in France

By Neil Webster

THOUARS, FRANCE, APR. 21

American Danny Chandler took the first World Championship win of his career at the French 500cc Grand Prix via a 1-2 moto tally. Proving to the Europeans that he's a serious threat, the red-headed KTM man won the first leg after runaway leader Dave Thorpe went out with a broken gearbox only two laps from home.

Although Thorpe again left the pack for a start-to-finish moto two win, Chandler showed the consistency many said he lacked and cruised home in second for the overall win.

Chandler now stands third in the point standings with Honda teammates Andre Malherbe and Thorpe ahead. Only seven points separate them after reigning champion Malherbe pulled out of moto two with a flat tire after falling on the first lap. However, it was Malherbe who made Chandler earn his first moto race success. With Thorpe way ahead after an early battle with Chandler, Malherbe recovered from an early mistake to pressure Chandler for the second half of the race. The two ran wheel-to-wheel lap after lap, shutting each other out at every opportunity up until the American got his big break.

"I saw Andre take his goggles off and knew it would be hard for him to see his way past, so I concentrated on keeping the bike straight," said Chandler. "Then I had to ride with a flat tire for the last three laps so it was really hard."

Luck was with Chandler as Thorpe freewheeled back to the pits with his stricken Honda and Chandler had the win handed to him on a plate.

Thorpe made no mistake with the second race and Chandler, soon out of touch with the 22-year-old British Champion, had only third place man, Honda's Erik Geboers to worry about as he pressed on for his first overall GP win — holding second from the first lap to the checkered flag.

"I wasn't interested in fighting David, so I let him go," said Chandler, "I had my eye on Erik and got the gap to 11 seconds and kept it there."

If the winner's laurels went to Chandler, the moral victory went to Thorpe. "I was the fastest today," he said, "It's wicked when you go out when you're 17 seconds ahead. You should have seen the smile on my face when Andre pulled out of the second race. It was only justice."

Kawasaki's number one, Georges Jobe, still couldn't produce any results after a disappointing opening round in Austria. This week a front tire puncture put him out of moto one while he held fourth and a flat rear after five laps meant he could only manage 10th in the second leg.

Former World Champion Hakan Carlqvist was nearer his old form, holding third in moto one until he also punctured his front tire. He ran a battling sixth in race two despite great pain from his recently broken thumb. ●

Results

1. Danny Chandler (KTM) 1-2; 2. Erik Geboers (Hon) 4-3; 3. (TIE) Kurt Nicoll (KTM) 7-5/Dave Thorpe (Hon) *-1; 5. (TIE) Jean-Jacques Bruno (Kaw) 6-9/Andre Malherbe (Hon) 2-*; 7. Andre Vromans (KTM) 5-11; 8. (TIE) Dave Watson (Kaw) 9-8/Laurence Spence (Kaw) 14-4/Jeremy Whatley (Kaw) 3-*; 11. Jacky Martens (Hus) 8-13; 12. Hakan Carlqvist (Yam) *-6; 13. Jaak Van Velthoven (KTM) *-7; 14. Graham Noyce (Hon) 12-12; 15. Franco Pico (Yam) 11-14; 16. (TIE) J.P. Mingles (Yam) 10-*/G. Jobe (Kaw) *-10; 18. J. Sintonen (Hus) 13-*; 19. J. Pongee (Kaw) 15-*; W. Simpson (Hus) *-5.

POINT STANDINGS: 1. Malherbe (57); 2. Thorpe (54); 3. Chandler (50); 4. Geboers (43); 5. Nicoll (38); 6. Whatley (30); 7. Spence (28); 8. Bruno (26); 9. Michaele Magarotto (24); 10. Jobe (11).

Wiseco 100-Miler Hare Scrambles Series: Round 2

Lojak cools Fireball 100

By Larry Bell

TARENTUM, PA, APR. 21
Ed Lojak, riding an Autolite Spark Plug/Bel-Ray/Hi-Point/Smith Goggles/Rocky Cycle/Metzeler-supported Husqvarna 250 won the Fireball 100 for the fifth consecutive time over Stan Lojak, also on a Husky.

The approximately 10-mile long course was punctuated by near vertical climbs and descents, narrow rock trails which bordered cliffs and tightly spaced passages between trees.

Complicating the day's race was extreme heat for this time of year. Near record-setting temperatures approaching 90-degrees were recorded.

Stan Lojak pulled the holeshot and led the first wave from the open field start to the forest and demanding trails and mountains of Pennsylvania; the rest of the classes were sent at minute intervals.

Ed Lojak was right behind Stan coming out of the forest and both made the drag race across the open field to the barrels.

Ed made it through one second before Stan and was gone. For the remainder of the race Ed was not challenged.

Sammy Bosnic, on a Husky 250 and winner of the opening round, followed Stan through the barrels by a scant nine seconds. Jim Maltba, riding a KTM 350, was seconds behind Bosnic.

Barry Jeffries, on a Dirty Harry's/Hi-Point-sponsored KTM 350 was running hard behind Maltba and Bosnic. Jeffries got by both of them near the middle of the race.

The heat and torrid pace set by the front-running Lojaks was beginning to take its toll, and Bosnic was one of the leaders affected.

While all this was going on, Ed Lojak was leading the field and continually trying to beat his previous lap time. The only problem he had was when he fell coming into his pit. He took the win by nearly eight minutes.

After the race, Ed said, "I seldom ride the trail around here. My next race is Loretta Lynn's. Really, though, I'd rather ride the Blackwater 100."

The winner of the XT 175 Yamaha donated by Lojak's Cycle was Elmer Hurst Jr., of Newmanstown, Pennsylvania. ●

Results

OVERALL: Ed Lojak (Hus).
SR B: 1. Joseph Hull (KTM); 2. Don Adams (Yam); 3. John Kubli (KTM); 4. James Seibert (Yam); 5. Joe Stagnato.
250cc A: 1. Ed Lojak (Hus); 2. Stan Lojak (Hus); 3. Sam Bosnic (Hus); 4. Alton Mark (Yam); 5. James Gunselman (Hus).
OPEN A: 1. Barry Jeffries (KTM); 2. Tom Harris (Hus); 3. James Maltba (KTM); 4. Jeff Bonasera (Yam); 5. Todd Poirot (Hus).
200cc B: 1. Paul Suppa (KTM); 2. Dave Stuebgen (Suz); 3. Robert Janeski (Yam); 4. Ed Thompson (Yam); 5. Ben Hamrick (Yam).
OPEN B: 1. Jeff Fisher (Hon); 2. Dennis Cheran (Yam); 3. John Rutherford (Hon); 4. Marty Strouse; 5. Lee Lavely (Hus).
4-STROKE: 1. Frank Gallo (Hus); 2. Robert Ruby (Hon); 3. Marty Daubert (Hon); 4. Ray Huth (Hon); 5. James Miller (Hon).
200cc A: 1. Scott Lester (Hon); 2. Paul Lemon (Kaw); 3. Unknown; 4. Jeff Callihan (Yam); 5. Frank Janocha (Kaw).
250cc B: 1. Amos Bennett (Yam); 2. David Santi (Yam); 3. Dan Sagath (Hus); 4. Joe Geither (Yam); 5. Eric Klavon (Hon).
SR A: 1. Ron Bohn (Yam); 2. Scott Wolfersberger (KTM); 3. Merle Stankienicz (Hus).
SUPER SR: 1. Johnny Lee (KTM); 2. Charles Hyde (Hus); 3. Herb Leppelmeir (KTM); 3. Bill Hartsell (Yam); 5. R.Predmore (Suz).

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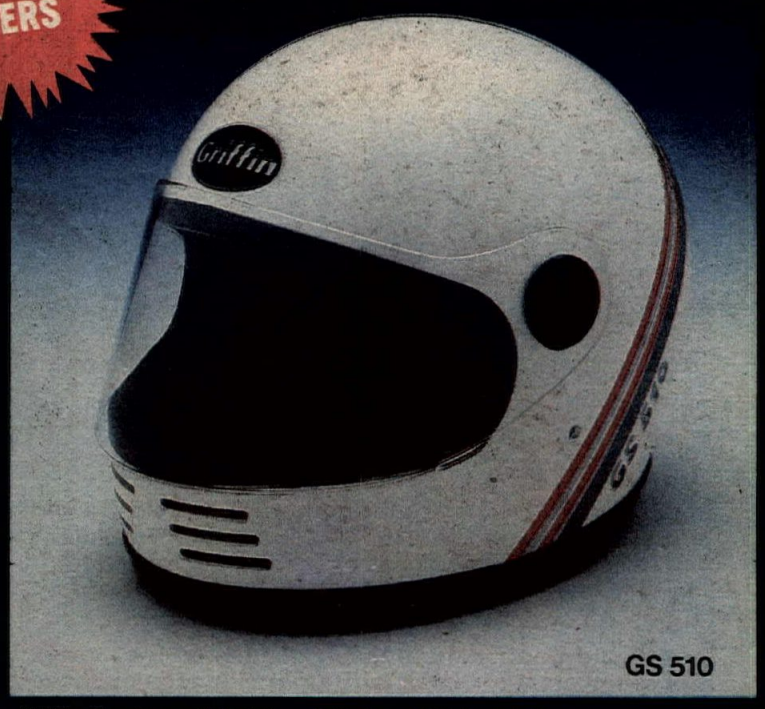

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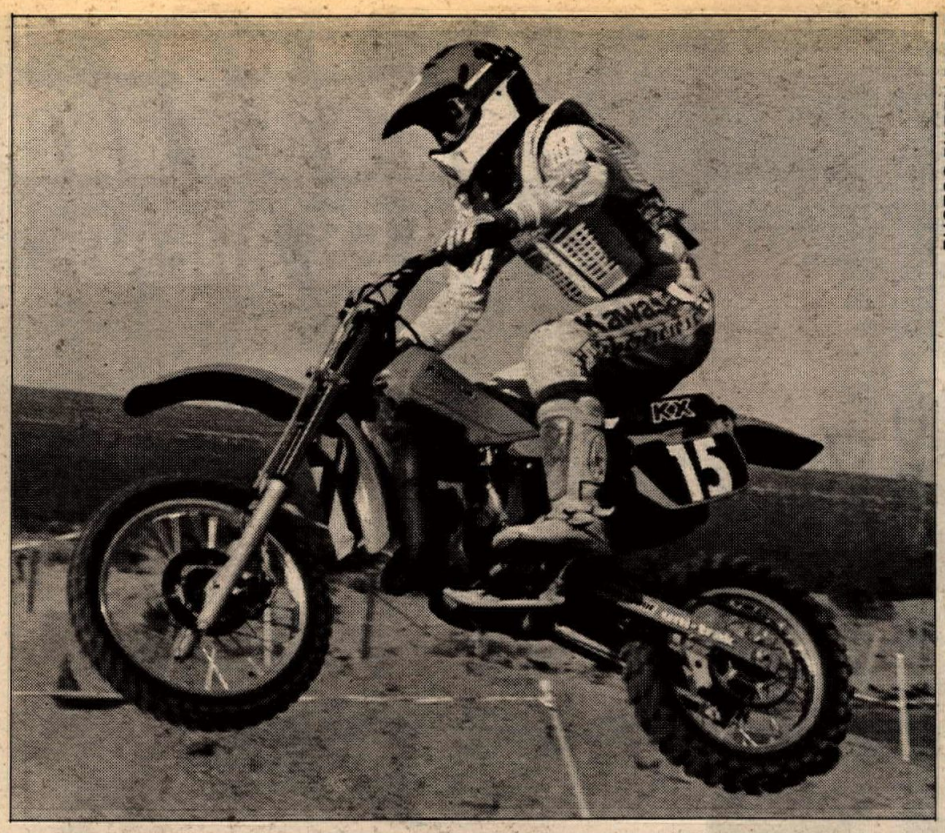
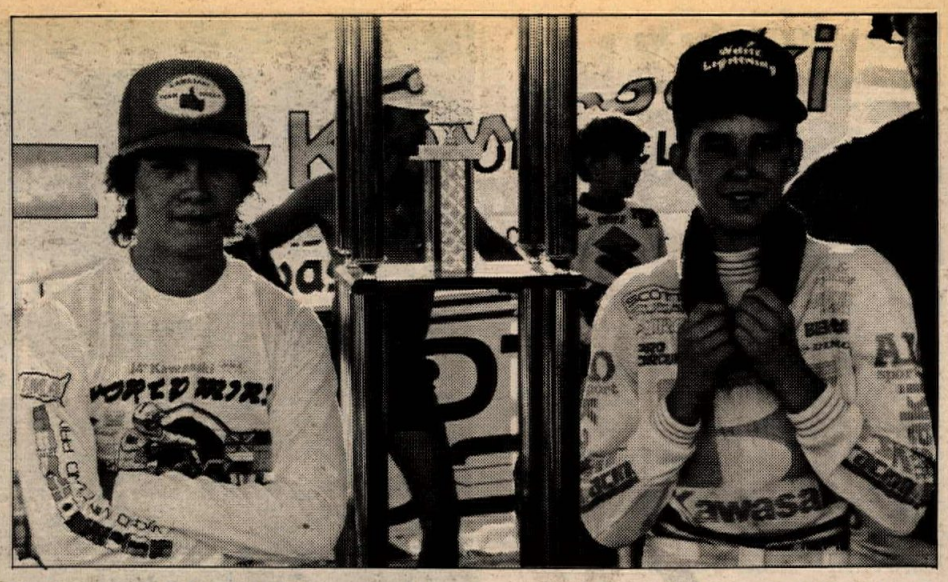
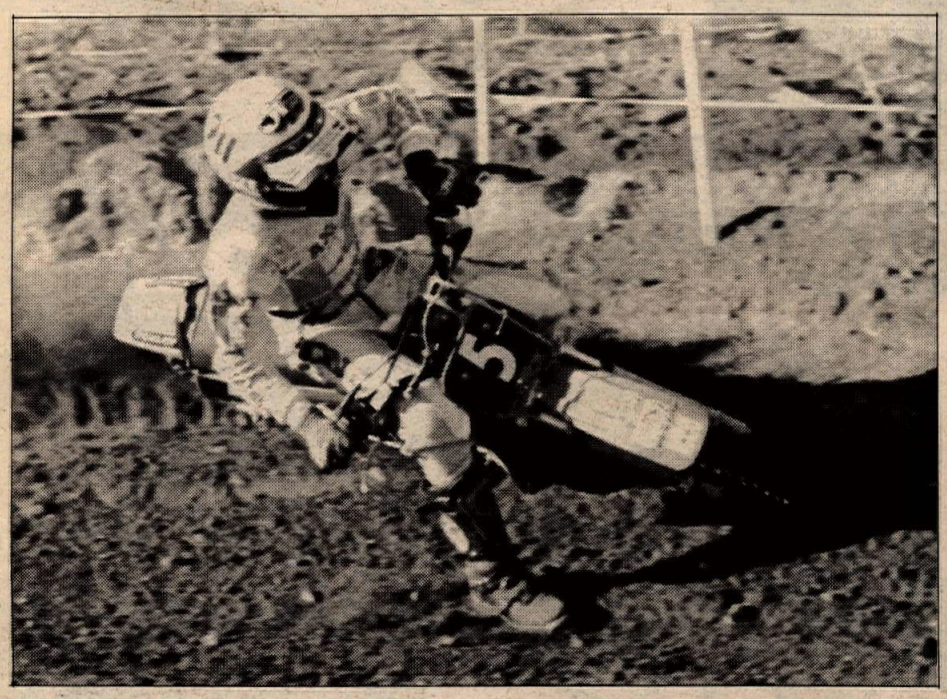


PHOTOS BY REX REESE



Thomson (left) and Kalos (right) cool off after the ROC. Eddie Hicks (below) dominated both motos to win the 125cc Stock Pro class.

Lowell Thomson (top) put together a 2-1-2 ride to win the Race of Champions, over Shaun Kalos (below). Both riders made the last moto a thriller.



NMA World Mini GP

Thomson triples in Las Vegas

By Rex Reese
LAS VEGAS, NV, APR. 26-28

Kawasaki Team Green rider Lowell Thomson topped a busy weekend of racing by taking three important class championship wins at the 14th annual National Motosport Association/Kawasaki World Mini Grand Prix. By riding consistently throughout the three-day event, Thomson was able to clinch the crowns in the 83cc Stock and Modified Expert classes with second place run-off scores. And in the Race of Champions, Thomson claimed victory with a 2-1-2 after an electrifying final moto duel with Shaun Kalos, who finished second overall.

Thomson couldn't win them all, however. The Idaho-bred Mini pilot finished third overall in the 105cc class, behind Rick Simmet (Hon) and class winner Vince De Vane (Yam).

As in years past, this edition of the World Mini drew a very large field of entrants from across the country and around the world. Competing for top honors in the Race of Champions was Rodney Hillmer from Canada, New Zealander Darryl Atkins, and Lee Hogan of Australia. Hillmer posted the best score of the foreign contingent in the ROC with 10th overall.

This year's World Mini did have one very big difference. For the first time since its creation, the World Mini was held outside California; the closures of Saddleback Park and Indian Dunes forced the NMA to move the event to Las Vegas Motocross Park, located about 20 miles southeast of downtown Las Vegas. Compared to the traditional Saddleback track, the Las Vegas course features sand and a supercross-type layout, complete with stutter bumps and double jumps. Its tight configuration was responsible for lots of equally tight, and exciting, racing.

Race of Champions

The top 15 Mini riders in the country are invited by the NMA to participate in each year's ROC, and the lineup for this year's event promised a good battle to see who would be the best Mini rider in the business. Besides Thomson, other contenders for top brass included Kalos, De Vane, Scott Brown, Colin Karcher, and dark horse Dennis Stephenson, from Omaha, Nebraska.

As per ROC procedure, 15 identical Kawasaki KX80s were prepped for the race, and the riders would draw a number for the machine he would ride. Just to keep everybody on the same footing, the bikes are switched around for each of the three motos; the riders keep their assigned numbers.

Brown got the holeshot in the first moto, followed by Stephenson, Karcher and De Vane. Brown held the lead for the next couple of laps and even built up a respectable margin over second place. The only change during the next lap was De Vane moving into third with Thomson fourth and Kalos fifth. Lap five saw De Vane and Thomson pass Brown for the first and second place spots; Kalos then took third to knock Brown back another notch. For the rest of the moto, Thomson made several threats on De Vane for the lead, who held on successfully to the end. At the finish it was De Vane, Thomson, Kalos and Brown.

The start of the second moto once again had Brown in the point position, again pursued by Stephenson. This time, by the end of the first lap, Stephenson was leading, tailed by Brown, De Vane and Thomson. On the second lap, Kalos moved up to take the lead, and Brown went down in the back section of the track, putting him far back in the pack; the change, however, put Thomson in second place and in position for another attempt at stealing the lead. Over the next few laps, Thomson began creeping up on Kalos, looking for an opportunity to pass. Kalos soon began feeling the heat from Thomson and started taking defensive measures against his rival. As Thomson tried to cut in on Kalos on a corner, Kalos cut back, stopping the

(Continued to page 18)

SUZUKI TURNS ITS BACK ON THE COMPETITION.

Throughout the AMA Superbike Championship at Willow Springs, Kevin Schwantz and his Yoshimura Suzuki had their backs to the competition. And the crowd roared.

Kevin finished first in both 16-lap heats on the 2.5 mile course. And the crowd cheered some more.

Because everyone wants to get behind a winner. Except, of course, the competition.

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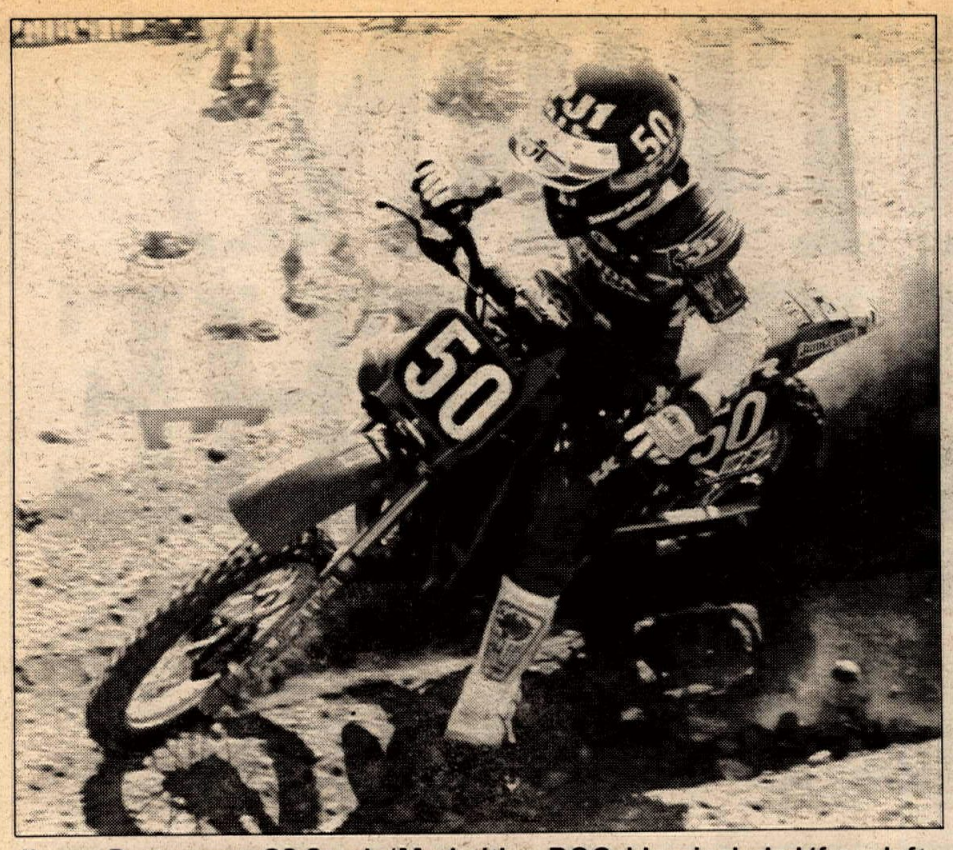


Jimmy Button won 83 Stock/Mod. titles. ROC riders included (from left, standing) Langford, DeVane, Mike Craig, Gordon, Thomson, Terry Bostard, Kalos, Rod Hillmer; (crouching, from left) Jeff Emig, Stephenson, Atkins, Karcher, Hogan, Brown.

Willie Surratt placed second behind Ronnie Tichenor and Billy Frank both times out to win the 250cc Stock Pros.

World Mini GP

(Continued from page 16)

attack; but Kalos' maneuvers almost backfired once when he almost fell in front of Thomson in a turn.

Towards the middle of the pack, De Vane was apparently struck with mechanical problems and dropped to the back, eventually cruising to the finish. Brown and Stephenson engaged in a furious battle for fifth place, as both young riders banged bars from corner to corner. Brown eventually got the upper hand, with Stephenson settling for sixth.

Back up front, Thomson finally blitzed by Kalos in the back section of the track to capture the lead. Even though Thomson was leading, he was having no peace as Kalso constantly dogged him to the finish line, trying to reclaim his lead. But at the checkered flag, it was Thomson, Kalos, Jason Langford, Rob Gordon, Brown and Stephenson. First moto winner De Vane finished last.

At this point in the action, it was time to go to the scorecards and figure out who had the best chance of winning the Race of Champions. Thomson's 1-2 gave him three points; Kalos' 3-2 gave him five; and Brown and Langford were tied at nine points each. Theoretically, all Thomson had to do was finish no lower than third to wrap it all up. As far as Kalos' chances were concerned, even if he won, he still wouldn't be able to beat Thomson, unless he finished fourth or lower.

Kalos blasted into the lead of the final moto, and Thomson was right on his rear fender. For the rest of the moto, Thomson constantly menaced Kalos, but the leader always managed to just keep out of reach. On lap three, Thomson almost pulled even with Kalos, but Kalos got on the gas to hold the lead. On the white flag lap, it was Kalos-Thomson all the way. Then, in the back section jumps, Thomson passed Kalos. Two turns later, Kalos re-passed.

Then, just a few corners away from the finish, both riders collided and tangled their bikes. For the next few frantic moments, it appeared that the moto win, even the championship, hinged on who could get back up first, re-start his bike, and cross the finish line first. After finally getting their machines unparted, Kalos hopped on his KX and was able to get a fire lit. Thomson got on his bike and kicked it over — one, two, three times — before it buzzed back to life. Within microseconds, Thomson was only yards behind Kalos; but it was too late — Kalos had won the moto. Thomson took second, however, and won the championship. Third was Langford, who was third overall behind Kalos.

"I would've like to have won all three motos," said a soft-spoken Thomson afterwards. "The last moto we just passed each other. When we crashed, our bikes just locked together, and I had to get his off me before I could get going again."

83cc Modified Expert

Thomson topped this class by easily winning his qualifying motos, then putting in a second place ride in the final run-off. The final was taken by De Vane (Yam), and Thomson's second was good enough for the overall win. De Vane's first, with a sixth in his qualifier, gave him second overall; Kalos finished seventh in the run-off for third overall.

83cc Stock Expert

Thomson cleaned house in his qualifying motos with another set of wins, then rode on for second in the run-off to clinch overall honors. Yamaha-mounted Mike Pascarella won the final; coupled with second in his qualifiers, his first gave him second overall. Third in class went to De Vane.

105cc

De Vane did claim top honors in the 105cc class, with a 1-4 ride over Rick Simmet (Hon). Brown got the holeshot in the first moto on his ultra-trick, carbon fiber component equipped Honda CR80R, with De Vane, Kyle Lewis (Hon) and Thomson in tow. Within a few laps, the agressive Florida-based Yamaha rider sailed by Brown to take an uncontested lead to the finish. Brown came in for second, and Lewis was third.

Brown was leading the second moto again, with Thomson, De Vane, Kalos and Simmet behind him. A few laps later, Brown bailed, sending him to the back of the pack, giving the lead to Kalos. Kalos motored on to claim the checkered flag, with Simmet second and Thomson third. De Vane placed fourth, and with his first moto first, he got the overall. Simmet was second for the day, followed by Thomson. •

Results

PEE WEE STK: 1. Jimmy Griego (Yam); 2. Jeff Willoh (Yam); 3. Gregory Zaratigui (Yam).
PEE WEE MOD: 1. Jose Ponce (Yam); 2. Jimmy Griego (Yam); 3. Jeff Willoh (Yam).
JR CYC STK 6-8: 1. Shawn Morgan (Kaw); 2. Brad Schultz (Kaw); 3. David Ochoa (Kaw).
JR CYC STK 9-11: 1. Ezra Lusk (Kaw); 2. Sean Thornton (Kaw); 3. Brock Bullard (Kaw).
JR CYC MOD 6-8: 1. Shawn Morgan (Kaw); 2. Tyler King (Kaw); 3. Jose Ponce (Kaw).
JR CYC MOD 9-11: 1. Sean Thornton (Kaw); 2. Ryan Huffman (Kaw); 3. Michael Walling (Kaw).
83 STK 9-11: 1. Jimmy Button (Hon); 2. Butch Smith (Suz); 3. Ronnie Densford (Kaw).
83 STK NOV 12+: 1. David Griego (Hon); 2. Mark Easley (Hon); 3. Erich Broesel (Kaw).
83 STK INT 12+: 1. Brent White (Kaw); 2. Damon Bradshaw (Yam); 3. Richard Saxton (Kaw).
83 MOD EX 12+: 1. Lowell Thomson (Kaw); 2. Vince De Vane (Yam); 3. Shaun Kalos (Hon).
83 MOD 9-11: 1. Jimmy Button (Hon); 2. Butch Smith (Suz); 3. Ronnie Densford (Kaw).
83 MOD NOV 12+: 1. Chris Pocino (Kaw); 2. Kevin Martin (Kaw); 3. Lance Taylor (Hon).
83 MOD INT 12+: 1. Damon Bradshaw (Yam); 2. Buddy Atunez (Suz); 3. Robert Flores (Kaw).
83 STK EX 12+: 1. Lowell Thomson (Kaw); 2. Mike Pascarella (Yam); 3. Vince De Vane (Yam).
105 12+: 1. Vince De Vane (Yam); 2. Rick Simmet (Hon); 3. Lowell Thomson (Kaw).
125 STK NOV: 1. David Bress (Kaw); 2. Chris Ward (Kaw); 3. Todd Sweaney (Suz).
125 STK INT: 1. Mike Kiedrowski (Kaw); 2. Larry Ward (Kaw); 3. Sean Blanchard (Kaw).
125 STK PRO: 1. Eddie Hicks (Yam); 2. Billy Frank (Kaw); 3. Willie Surratt (Hon).
125 MOD NOV: 1. John Clark (Suz); 2. David Bress (Kaw); 3. Chris Ward (Kaw).
125 MOD INT: 1. Kirk Thomas (Kaw); 2. Frankie Brundage (Kaw); 3. Larry Ward (Kaw).
125 MOD PRO: 1. Ronnie Tichenor (Kaw); 2. Willie Surratt (Hon); 3. Bader Manneh (Kaw).
250 STK NOV: 1. Jim Ryder (Hon); 2. Brian Sweaney (Suz); 3. Aaron Ginn (Hon).
250 STK INT: . Mike Kiedrowski (Kaw); 2. Jeff Mabery (Kaw); 3. Frankie Brundage (Kaw).
250 STK PRO: 1. Willie Surratt (Hon); 2. Ronnie Tichenor (Kaw); 3. Billy Frank (Kaw).
250 MOD NOV: 1. Andy Michner (Yam); 2. Jim Ryder (Hon); 3. John Lunis (Hon).
250 MOD INT: 1. Frankie Brundage (Kaw); 2. Jeff Mabery (Kaw); 3. Jim Perry (Kaw).
250 MOD PRO: 1. Ronnie Tichenor (Kaw); 2. Tyson Vohland (Kaw); 3. Bryan Bruner (Kaw).
RACE OF CHAMPIONS: 1. Lowell Thomson (Kaw); Shaun Kalos (Kaw); 3. Jason Langford (Kaw).

HONDA'S NEW FORMULA WIPES OUT YELLOW FEVER.

Wayne Rainey inoculates the competition with his new RS250R.

Honda made a scientific breakthrough at Willow Springs.

It's called the RS250R Formula Two machine. And it's made with liberal doses of Honda racing technology. Like a powerful liquid-cooled V-twin. Pro-Link™ rear suspension. And a box-section aluminum frame.

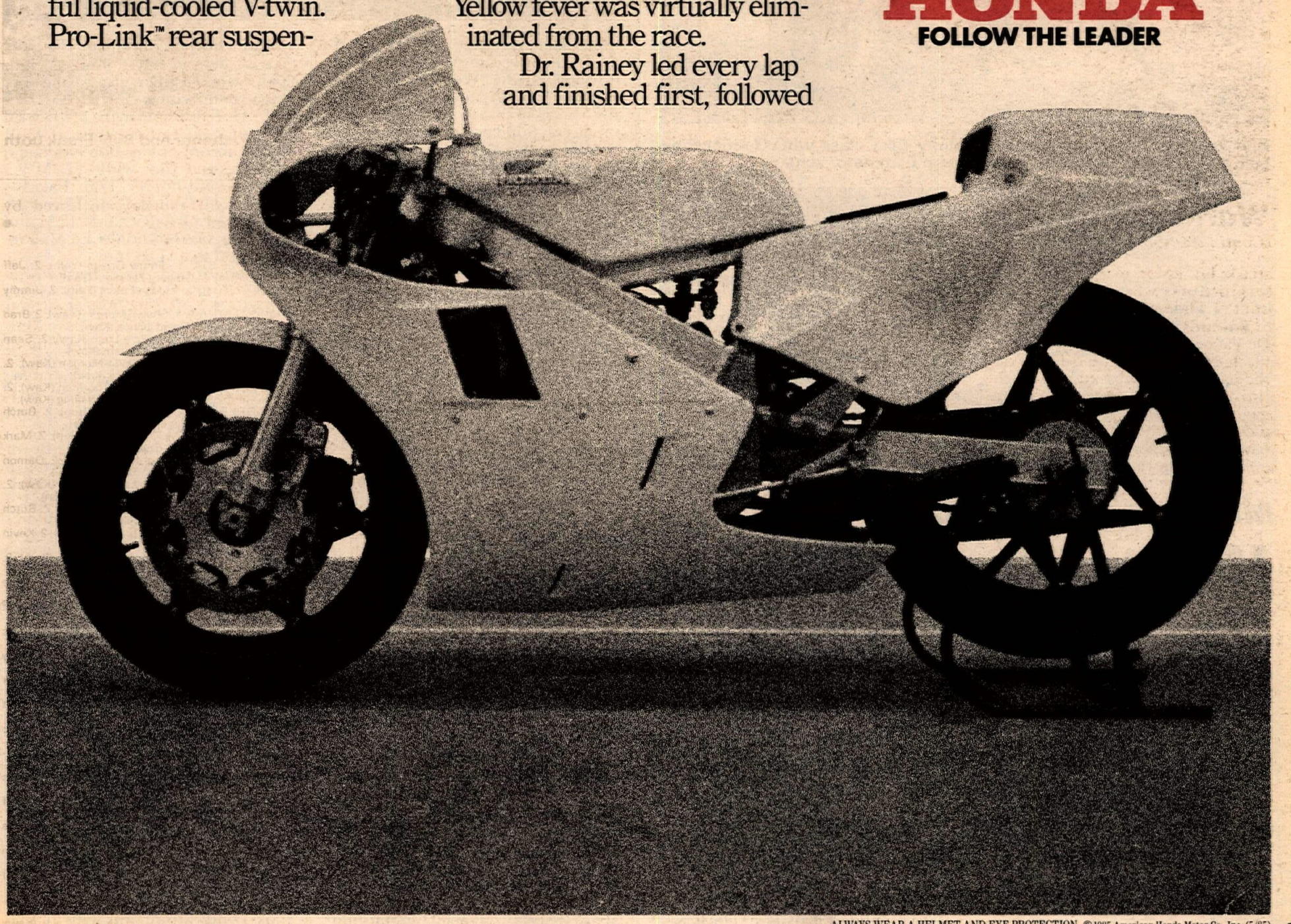
In round two of the AMA Formula Two Series, Dr. Wayne Rainey hopped on his RS250R and administered some strong medicine.

The results were immediate. Yellow fever was virtually eliminated from the race.

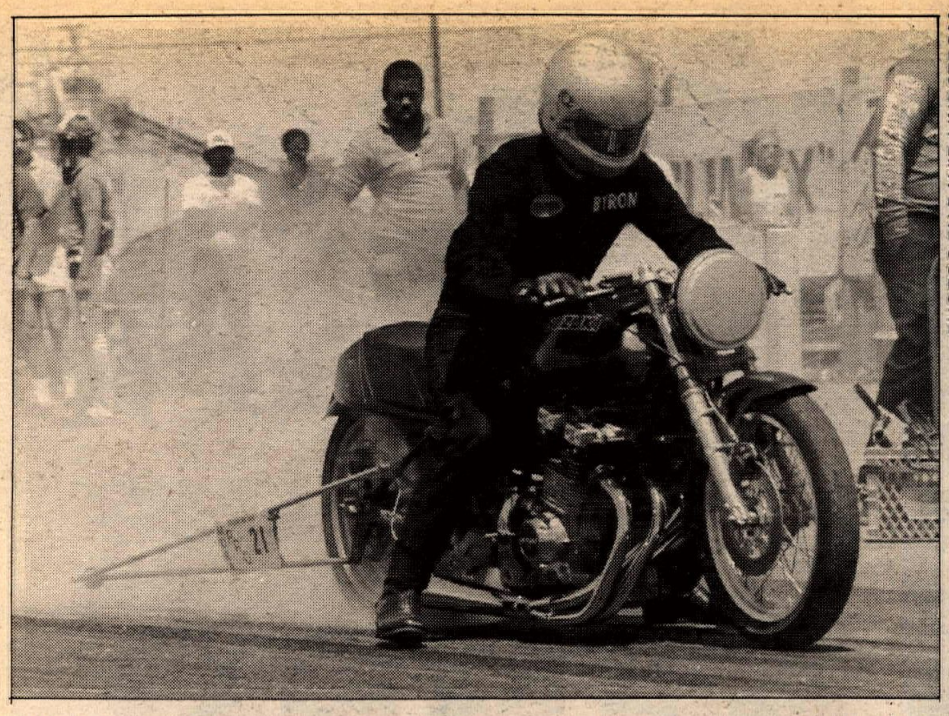
Dr. Rainey led every lap and finished first, followed closely by four more Honda-mounted associates.

It was quite a day for modern science and Formula Two racing. After just one injection of Honda technology, the cure may be permanent.

HONDA
FOLLOW THE LEADER

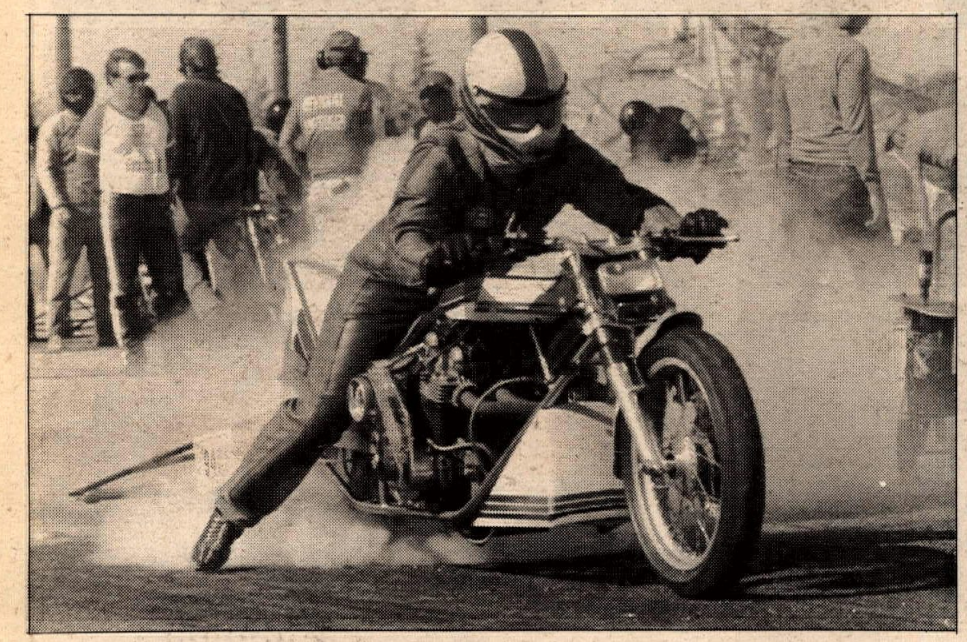


ALWAYS WEAR A HELMET AND EYE PROTECTION. ©1985 American Honda Motor Co., Inc. (5/85)

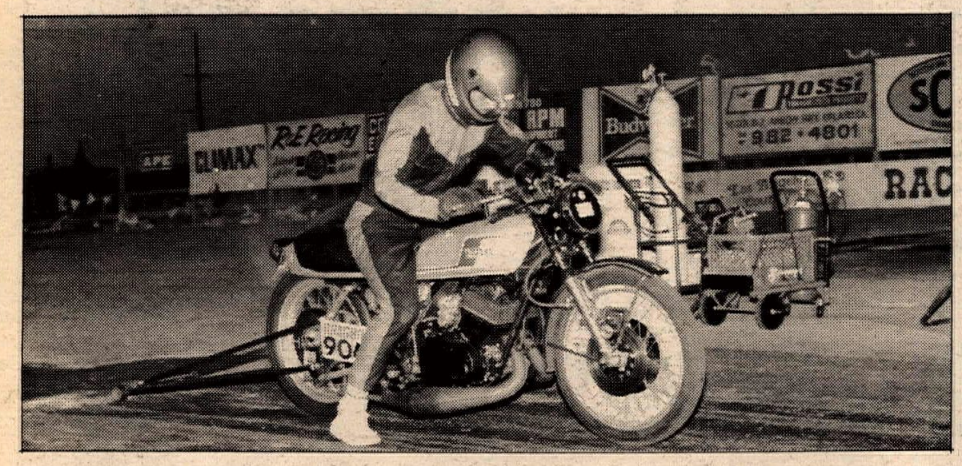


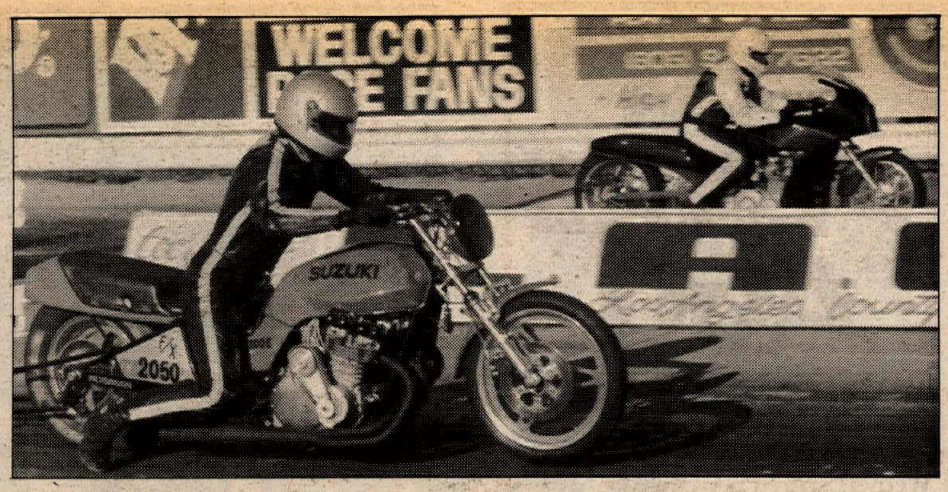
PHOTOS BY DAVID LINDSTROM

VHR's Byron Hines decided to have "some fun" and set a new MDRA Pro Stock Record at the MDRA Spring Nationals.

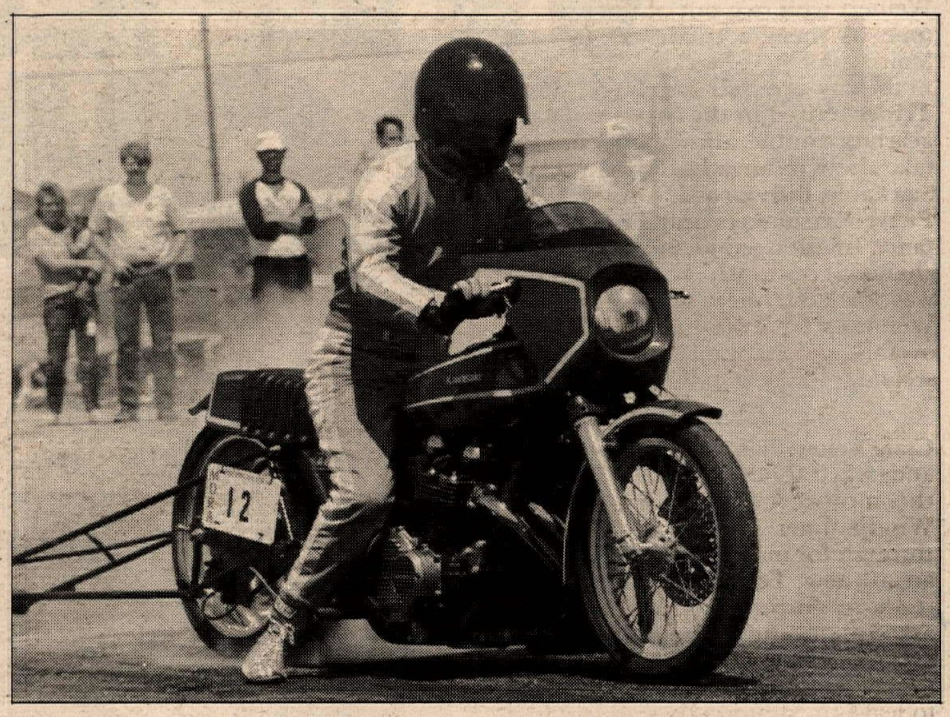


Brad Bosworth took his first-ever Funny Bike class win. Gabriel Pina (below) lost out to Joe Mejia in the Comp Eliminator semi.





Ron Durham smoked Gary Pena to win the Pro Comp class. Jim Morrow (below) was a Super Eliminator class semi-finalist; Lynn Kennedy won.



MDRA Spring Nationals

Hines blasts MDRA Pro Stock record

By David Lindstrom

PALMDALE, CA, APR. 27-28

Drag bike tuning wizard Byron Hines, of Vance & Hines Racing, showed everybody that he can ride a bike as well as he can build one by setting a new Motorcycle Drag Racing Association (MDRA) Pro Stock record at the MDRA's Spring Nationals at Los Angeles County Raceway. Hines set the new record during Sunday qualifying, then topped it off with the Pro Stock class win over Tommy Bolton.

"One of the guys at work, Rick Ward, had a Kosman chassis," explained Hines later. "And a customer had an engine; all we wanted to do when we came to the track was do some testing. We broke a transmission Saturday and went back to the shop (in Santa Fe Springs) to replace it. Sunday we came back and the bike ran real well . . . All we wanted to do was have some fun."

Some fun, you bet.

Hines bumped both ends of the MDRA Pro Stock record to 8.58 at 153.06 mph during his Sunday qualifying pass. Hines, aboard the Vance & Hines Racing-sponsored Suzuki, worked his way through the qualifying ladder to take the Pro Stock win, but not without a little bad luck. His shifter broke on his first pass, but he returned for round two, thanks to a Mark Sauro red light. Sauro was the previous Pro Stock record holder at 8.69/152.02.

Saturday was set aside for tuning and qualifying, but several records were set anyway. A gambler's race was on the card, while Bob Correll's jet bike and several jet cars had a fling at the high desert track.

Sunday's first Pro Stock round saw Bolton trailer Preston Reed with a 9.07 second run, versus a 9.39, while Anthony Anderson pulled a strong top end to shut down Charlie Fulks. Hines had a bye on the second round while both Bolton and Anderson red-lighted after a start line mixup. Later, they were re-run with Bolton taking the win as Anderson turned in a disappointing 10.34, almost a half a second off his first round time. Bolton managed to holeshot Hines in the final, but Byron reeled him in with a slightly off his record pace 8.85/152.28.

The Funny Bike field was a small one-rounder due to everybody breaking, except Brad Bosworth and Clark Sargis during the two days of qualifying. Kawasaki-mounted Bosworth pulled off his first Funny Bike class win as Sargis, who had been running strong as always, broke a tranny.

Competition Eliminator had the largest field in the running as eight pairs worked their way to the top. First-round winners included MDRA GG/M record-holder Joe Mejia with a 11.01, and Gabriel Pina at 11.01 XL/R record-holder Bob Ives had a 11.73 second run, while FL/M 2.5 class record-holder Tom Pakalns posted a 11.15 time. Liane Hernstadt went 13.84, Greg Richards, 12.31 and D/M class record-holder Ed Malkiewicz sped to a 11.63 run.

Second round: Mejia byed with a 11.29, Pina clocked a 13.60 second run over Ives. Pakalns beat Hernstadt with a 13.83, and Richards sent Malkiewicz home with a winning time of 11.77. Third round action saw Mejia put Pina on the trailer with an 11.29/114.21 to Pina's 13.61/110.83. Malkiewicz sent Richards packing with an 11.77/110.83 over 13.83/95.54.

Mejia looked like the shoe-in for the final, because he had averaged half-second better times than Malkiewicz, but Malkiewicz pulled a strong holeshot that Mejia couldn't overcome, even with a losing 11.24/112.92 to Mejia's 11.70/114.50. Super Eliminator second round had Jim Morrow advancing to the third round along with Lynn Kennedy over Don Earll, and Joel Dobos losign to Ed Cicoria.

Third round: Kennedy beat Morrow with a slower 9.84 vs. 9.61, and Cicoria had a bye. Kennedy pulled off the win for the final with a consistant 9.45/141.28 versus a dismal 10.48/122.61 for Cicoria.

Pro Comp ace Gary Pena trailered Ed Mathieu with a coasting 11.51 second trip through the lights. Ron Durham did the same to Ron Finger with an 8.99 compared to Finger's 9.53. Durham had a super strong 8.96/146.10 final round beating out Pena's losing 9.41/144.46.

Bryron Hines' son Matt, age 12, took Youth Eliminator with a 21.68 at 57.43 mph. •

TEN YEARS AGO

Team Yamaha's **"Jammin' Jimmy" Weinert** scored a victory in his first 1975 250cc National, held on the muddy Appalachia Lake Park track. Weinert won two out of three motos (one of them a qualifier) to edge Maico pilot **Steve Stackable's** 3-1 score in the day's overall standings. **Marty Tripes** retired in the first moto with gearbox trouble, allowing Weinert to take the win ahead of **Jimmy Ellis,** Stackable, **Billy Grossi, John Savitski, Pierre Karsmakers** and **Tony DiStefano.** In the second moto, the lead changed constantly, but at the flag it was Stackable ahead of Weinert, with Weinert's 1-2 score earning him the overall, and Stackable's 3-1 claiming second.

Craig Vetter, then 32, was interviewed, and talked about his contributions to the motorcycle industry. Vetter's Windjammer fairing was a breakthrough for motorcycle touring, and an all-new Terraplane sidecar was ready to go into production. When asked about the future of the motorcycle industry, Vetter stated "I want to make motorcycles better. I expect to leave the motorcycle industry in a state far ahead of the way it (now) manufacturers motorcycles . . . Maybe we'll talk again 10 years from now, and you'll see that what I've said is true. My next project will be a combination of superlatives."

The Motorcycle Trades Association contracted a law firm for an opinion about aftermarket companies displaying their own products with the name brands of motorcycles. Attorneys for American Honda had warned one manufacturer that use of the word "Honda" on T-shirts, halters, caps and other apparel would be considered "wrongful dilution on Honda's mark and name."

Giacomo Agostini, seeking revenge for his defeat at the hands of **Johnny Cecotto** in the French GP, turned the tables to claim the victory in the 350cc race at the Spanish Grand Prix, besting Cecotto by almost 10 seconds. **Walter Villa** claimed the first-place spot in the 250cc class, followed by "master-of-the-crash" **Patrick Pons.** Critics claimed the 500cc class wasn't run because the Spaniards couldn't raise the necessary purse.

A near capacity crowd packed Ascot Park in Gardena, California, to see if **Kenny Roberts** could avenge his poor showing at the previous September's Ascot National. Roberts won his heat race, but the seventh lap of the Trophy Dash found him still behind **Rick Kraft.** On the eighth lap, Kraft lost some of his rear tire, allowing Roberts to shoot by on the inside for the win. As Roberts took the checkers, Kraft and **Walt Foster** collided on the far turn; Kraft went down, and **DeWayne Keeter** hit Kraft's bike full bore. Keeter, an Ascot regular for the previous 10 years, later succumbed to head injuries at a local hospital. •

1st Overall—Terry Cunningham—Husqvarna
2nd Overall—Dave Bertram—Husqvarna
3rd Overall—Larry Roeseler—Husqvarna
4th Overall—Jeff Irwin—Husqvarna

1983 National Enduro Champion Terry Cunningham and Dave Bertram were the class of the field—automatically—at the High-Mountain Enduro. They both rode 1985 Husqvarna 500AEs during the 110 mile race. Says Cunningham, "In the tight stuff, the three-speed automatic is a dream, especially climbing those steep hillsides where you can't get a run at the bottom. In the fast sections, the 500AE is just awesome." Cunningham only lost one point all day for the win.

Five other Husqvarna riders joined Cunningham in the winner's circle as Husqvarna took six of the top 10 spots. Pretty good—but not surprising. Winning enduros is nothing new to Husqvarna. They've won the past 15 National Enduro Championships.

The biggest advantage of the AE is its automatic transmission. The machine is made for the serious enduro racer. "It's simply the *best* enduro bike in the world," says Bertram. The '85 500AE also features a broader power band and improved gas mileage. Standard are Ohlins shocks, a Swedish chrome moly frame, European tires, Magura controls, sand cast aluminum engine cases and Husqvarna's exclusive limited 30-day warranty.

Go see your Husqvarna dealer today and take a look at a new Terry Cunningham National Champion Replica 500AE. The only other place you'll find one is in the winner's circle.

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Pozo, CA, April 21, 1985

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2nd O/A	DAVE BERTRAM	Husqvarna 500AE	METZELER
3rd O/A	LARRY ROSELER	Husqvarna	METZELER
4th O/A	JEFF IRWIN	Husqvarna 400WR	METZELER

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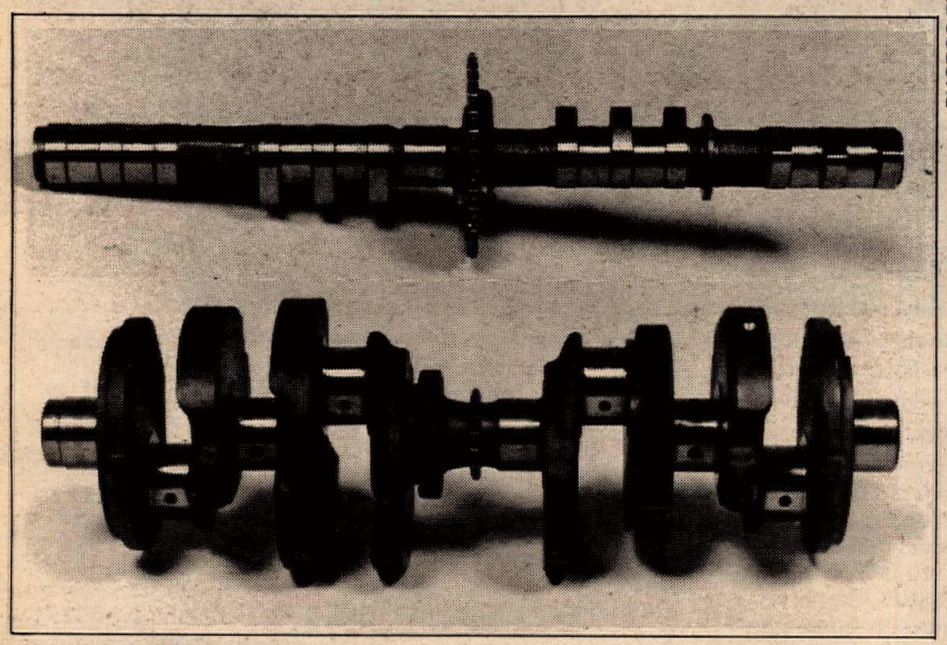
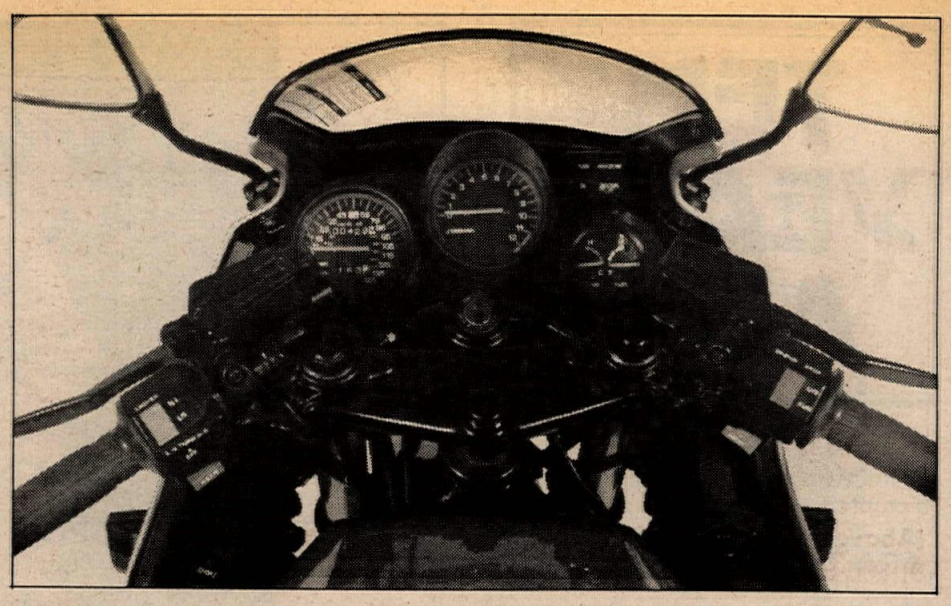
The Yamaha FZ750 is an incredibly-strong runner at the dragstrip; our best pass was 11.20 seconds at 120.00 mph under not-ideal conditions.

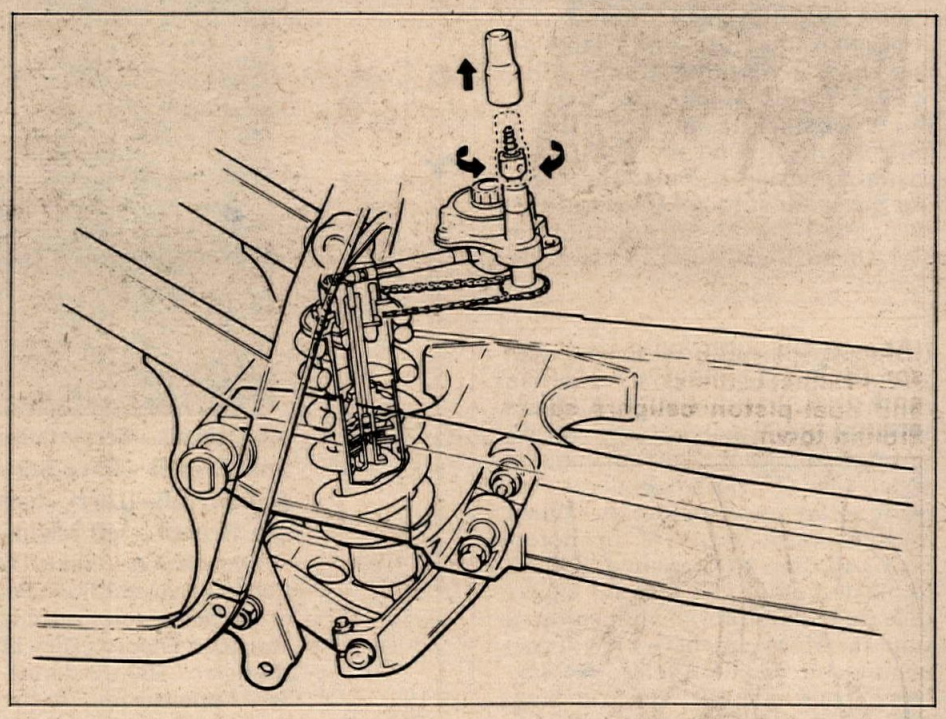


An FZ750 camshaft (top) and plain-bearing crankshaft. To keep engine width down, crank flywheels double as primary gear and ignition triggers.

PHOTOS BY KIT PALMER, JIM WOLCOTT AND COURTESY REVS MOTORCYCLE NEWS



The FZ750 cockpit. (Below) Rear shock preload and rebound damping is adjustable by remote controls under right side cover.



Test:

Yamaha FZ750!

By John Ulrich

The amazing thing about the Yamaha FZ750 is that it performs like an 1100. We're not talking here about a hand-built prototype flown into the U.S. for a 10-lap press intro at Willow Springs Raceway. What we've got here is an honest, production-line FZ ridden on the street, on the racetrack and and at the dragstrip.

I had a GS1100 a couple of years ago, and ran it in Open Stock Production races in California. It was a strong 1100, with plenty of acceleration and good top speed. I took it to the drags once to see what it would do, and turned 11.18 on a perfect day at the now-defunct Orange County International Raceway.

Since then I've been at Carlsbad Raceway on a poor day with thin air and lousy traction and watched guys from a motorcycle magazine sweat and strain and work and not get a new GS1150 to run any quicker than that old GS1100 of mine.

Which brings us to the FZ750 Yamaha test bike, which, after 1000 quick-and-hard street miles, found itself at Carlsbad on May 2, with nary a look at the spark plugs or an oil change or anything else. It was a decent day, not the best, not the worst, and traction was a problem, as it often is at Carlsbad.

And it took seven passes for that amazing FZ750 to stop the lights at 11.20 seconds, 120.00 mph in the standing-start quarter mile.

The bike didn't waste any time getting down there, either; the first pass was 11.549 @ 119.20; the second run was scratched when the rear tire lit off up off the line; the third was 11.44 @ 119.68. A couple of sets of three passes each with two other bikes being tested at the drags (a 700 Maxim and a 500 Interceptor) and there was almost enough rubber laid down on the slippery track to make hard launches possible.

The fourth run was 11.44 @ 118.89, followed by 11.37 @ 119.36, 11.28 @ 119.84 and then that 11.20 @ 120.00.

It was hard work getting the FZ down the track that quickly; the bike made enough power that it demanded big burnouts to heat up the rear tire and then still wanted to light up off the line — the hard part was feeling the precise clutch engagement point and feeding in the clutch quickly enough to get a hard launch without getting too much clutch, too soon, and either lighting up the tire or doing a wheelie, both being excellent methods of wasting time that would be better spent accelerating.

The Yamaha's clutch doesn't have a precise feel; the hydraulic system doesn't give the rider good feedback and makes the engagement point seem narrow and vague. That's why Sam McDonald's Yamaha-backed FZ750 Superbike has been converted to a cable clutch actuating system.

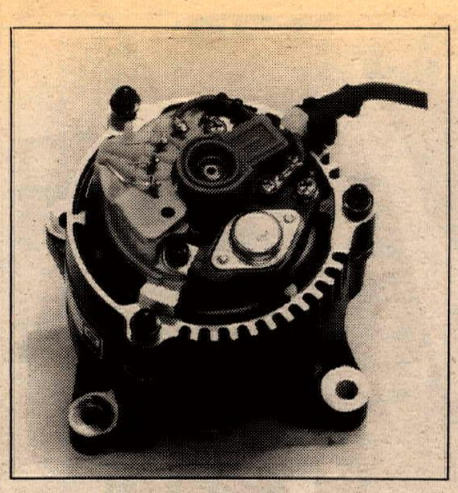
It was the clutch that turned out to be the limiting factor on that day at Carlsbad, with this rider. Five more passes didn't improve the time, and there were four tire-spinning aborts mixed among them. The five passes were 11.67 @ 119.04; 11.22 @ 119.68, 11.24 @ 120.48, 11.37 @ 120.16 and 11.35 @ 120.48. The method that worked best on the dragstrip included launching at 7500 and feeding in full clutch at full throttle as soon and as fast as the rear tire would take it. At least that was the goal, while trying to deal with the clutch engagement-point limitations. Full-throttle power shifts at the 11,000 rpm redline had the FZ750 running through the lights at close to redline in fifth gear.

It wasn't much of a surprise that the FZ750 was fast at the drags. It's fast on the street, too, lunging forward like an 1100 when the throttle is whacked on in top gear from 5000 rpm. It'll pull an indicated 130 mph on deserted highway straightaways without the rider tucking in, and doesn't take very long to get up there, either.

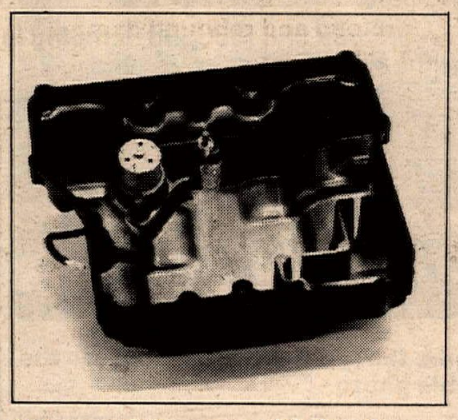
It's geared low, spinning a calculated 4600 rpm at 60, and indicating 5000 rpm on the tach at an indicated 72 mph. But a tank's worth of accelerating hard around town and cruising at 5000 rpm on the freeway still found the Yamaha returning 53 miles per gallon. Which may be why Jimmy Filice says the FZ750 he raced at Daytona got about 30 mph in the 200-mile race while being run as hard as he could make it go.

The worst mileage we got out of the FZ750 was just dipping into the 40s. At anything close to legal speeds (read, 70 mph), even with hard acceleration where applicable, the FZ would typically go 240 miles before we had to select reserve by pushing a rocker switch mounted on the left side of the frame-mounted fairing. There's a fuel gauge, (along with a tach, speedometer and coolant temperature gauge), and it's accurate. Our FZ750 sputtered and demanded reserve just as the needle hit the red zone, making it the first realistic fuel-gauge we've seen on a street bike.

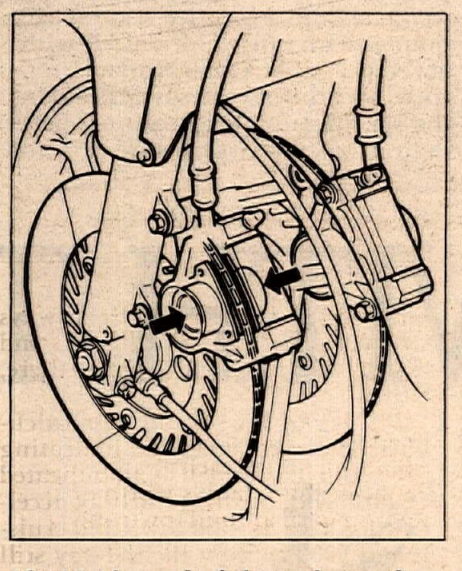
Maybe more amazing than the mileage is the broad powerband. Here's an engine that's redlined at 11,000 rpm and yet it pulls very strongly from 5000 rpm, kicks in hard at about 6500 rpm and has respectable pulling power down at 3000 and 4000 rpm, too. The engine pulls well when short-shifted around town (which doesn't leave much time between shifts — the transmission has six closely-spaced ratios) and spins up to the redline very quickly — it has a light crankshaft. It doesn't stop revving at 11,000; our test bike saw

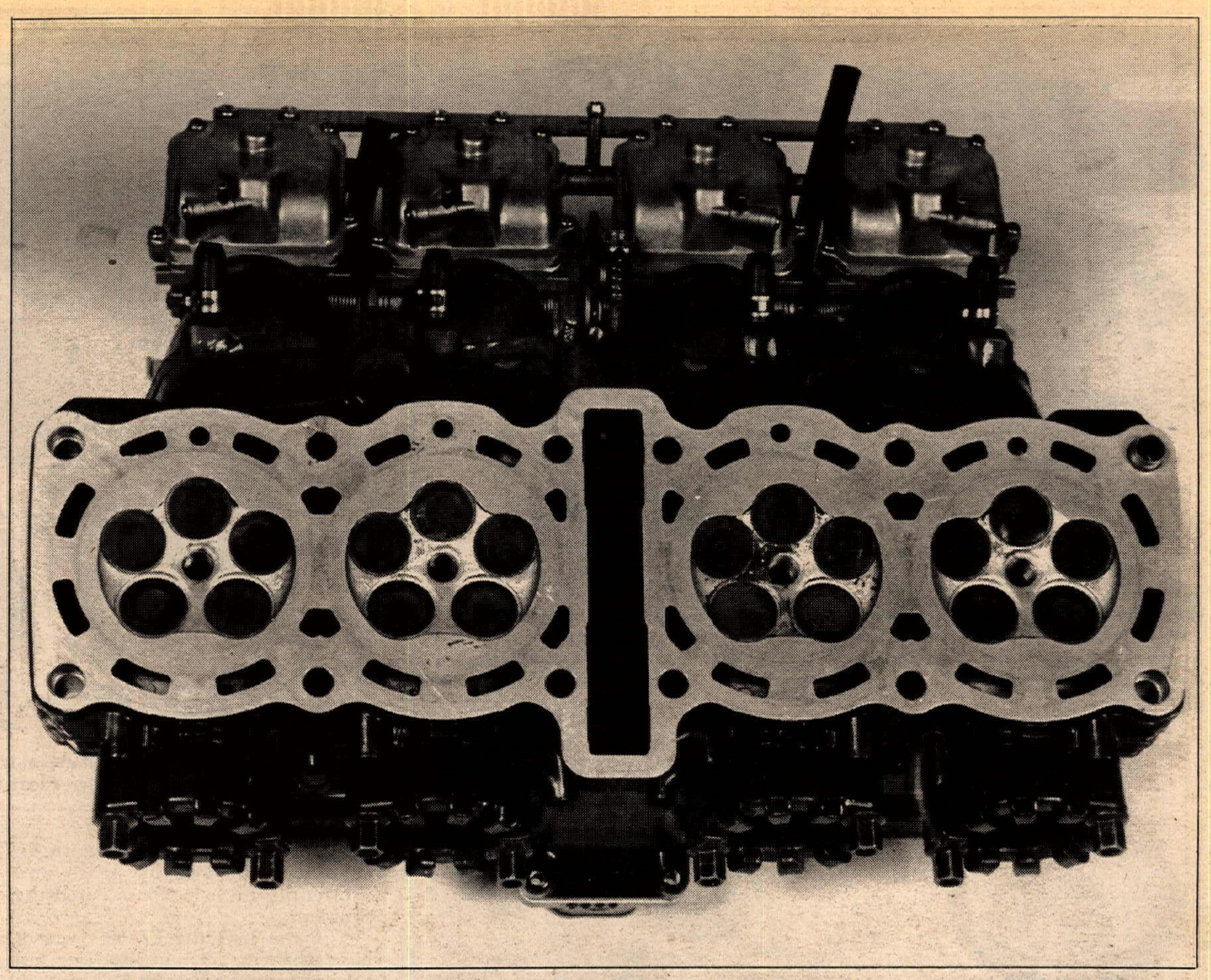


(Above) The FZ750's generator, driven by a chain off the crank.



(Above) Oil sump with level sensor. (Below) Laminated front discs and dual-piston calipers squeal around town.





Yamaha says its five-valves-per-cylinder design is the key to the FZ750's performance. The bike has superior high-rpm power without sacrificing middle and low-rpm performance, and gets 53 mpg.

12,500 (the end of the tach numbering) one time when the rider was paying more attention to where he was going instead of the tach — when he finally glanced down the needle was at the end of the scale. And according to Filice's tuner, Lou Vallerga of Palo Alto (Calfiornia) Yamaha, Filice routinely shifts his bike somewhere between 12,000 and where the rev limiter (built into the electronic ignition system) kicks in at 13,500 rpm.

What the FZ750 engine isn't is the smoothest 750 ever built. It vibrates and makes the fairing and mirrors buzz in top gear between 55 and 72 mph; it's worst at an indicated 65 mph (about 4500 rpm indicated), and at that speed the gas tank resonates (the less gas in the tank, the worse it is) and the buzz in the fairing and mirrors can be felt with a heavily-gloved hand. The seat vibrates at that speed, too, but from 5000 rpm the engine smoothes out all the way to the redline and beyond.

There are other serious flaws in the FZ750's street performance. It has the worst seat in contemporary motorcycling, capable of making the rider squirm in 25 miles or less. It blasts the rider with hot air on hot days, although it's not as bad as a Honda VF750F or Kawasaki Ninja 900. And the mirrors, like those of so many other sporting motorcycles, show the inside of the rider's elbows instead of showing what's directly behind — a ticket-begging liability for a machine that encourages speeding (if by nothing else, by smoothing out at an indicated 72 mph).

(This sort of mirror configuration leads to what young Associate Editor Matt Hilgenberg calls "the Ninja twitch;" in which the rider jerks in first one elbow, then the other, every few moments, to check directly behind for suspicious vehicles.)

On the other hand, the FZ has an optimistic speedometer; tests against the dragstrip's clocks revealed that the Yamaha read 30 mph at an actual 28.27 mph and read 60 mph at an actual 55.31 mph.

On the road racing track, there isn't another 750 sold in America that can run with the Yamaha. The GSXR750 Suzuki is the only 750 *in the world* in the Yamaha's league, and the Suzuki won't be in the U.S. until spring of 1986. In the meantime, the FZ750 is here and available — except in California. Yamaha declined to reduce performance to meet that state's stricter emissions standards despite California's standing as a hot-bed for sport-motorcycle sales.

Given the FZ750's combination of acceleration, top speed, brakes and overall handling, the machine should completely dominate 750cc Stock Production classes as soon as it shows up on the racetrack. The stock Bridgestone Excedras offer good traction for being original equipment, but they're still not up to state-of-the-art aftermarket high-performance tires and will slide if the FZ is pushed on the track. The footpegs drag first on each side; with the suspension set up, ground clearance is good.

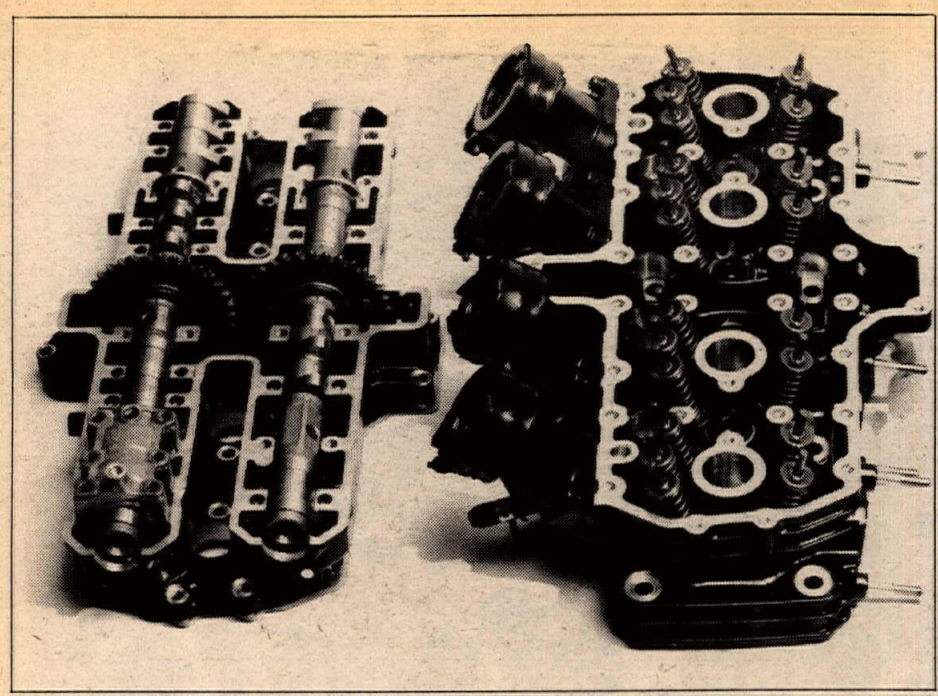
The FZ is dead stable on the straights and heading into fast sweepers, once the suspension and tires warm up — the first time around Willow Springs' turn eight in a morning test found the Yamaha shaking its head a little all the way around. That wasn't a problem from the second lap on.

There was a tendency for the front wheel to turn in slightly in turn eight as the Yamaha's peg hit high spots at steady throttle; running it in full-throttle on stickier tires would most likely help that; so would shortening up the wheelbase, judging by the experiences of Filice and Vallerga.

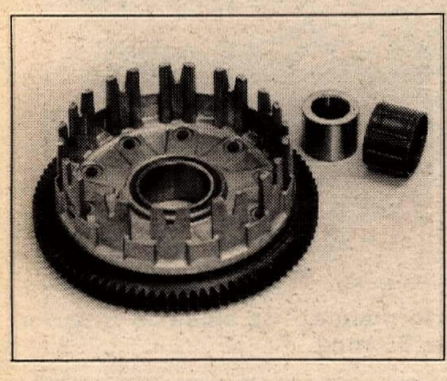
As they explain it, they encountered the same problem at the Willow Pro-Am after changing gearing and moving the rear axle back a little to take up the chain slack. Vallerga says the wheelbase change was less than one-quarter-inch; both Filice and Vallerga report that afterwards the bike pushed the front end and turned

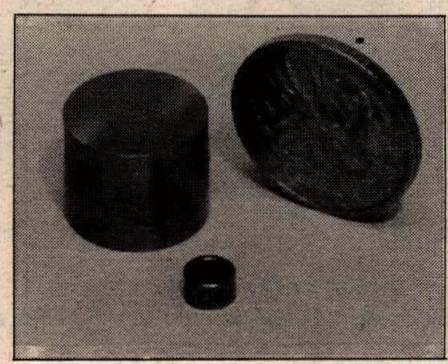
FZ750

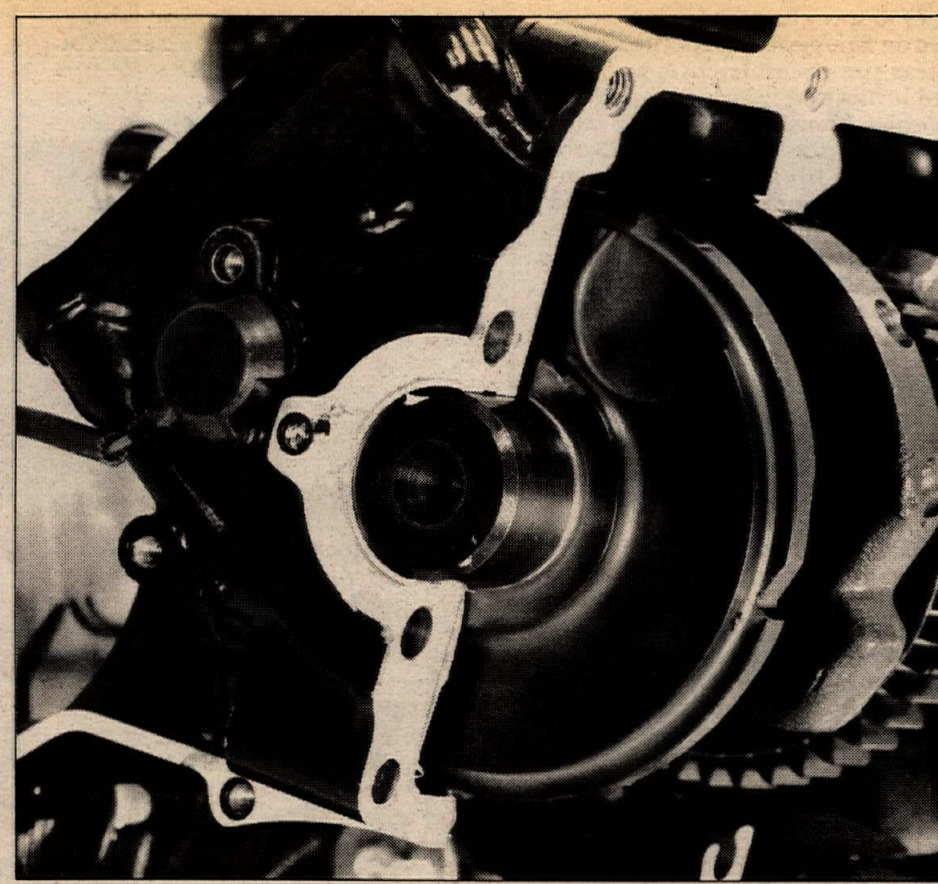
Engine type	Water-cooled DOHC inline-four
Bore x stroke	68x51.6mm
Displacement	749cc
Compression ratio	11.2:1
Carburetion	(4) 34mm Mikuni CV
Horsepower	100.6 bhp @ 10,500 rpm
Torque	57.9 lb.-ft. @ 8000 rpm
¼-mile dragstrip performance	11.20 sec. @ 120.00 mph
Valves per cylinder	5
Intake valve size	(3) 21mm
Exhaust valve size	(2) 23mm
Intake lift	7.55mm
Exhaust lift	7.15mm
Included valve angle	25.25°
Intake valve timing	7-47°
Exhaust valve timing	39-18°
(measuring pt.)	1mm
Intake cam lobe centers	110°
Exhaust cam lobe centers	100.5°
Ignition	Electronic
Lubrication	Wet sump
Redline	11,000 rpm
Calculated rpm @ 60 mph	4600 rpm
Final drive	#530 o-ring chain
Gear ratios	
Primary	91/48 ; 1.895:1
Final	45/16 ; 2.812:1
6th	26/24 ; 1.083:1
5th	28/22 ; 1.272:1
4th	30/20 ; 1.500:1
3rd	32/18 ; 1.777:1
2nd	35/16 ; 2.187:1
1st	37/13 ; 2.846:1
Calculated speed in gears at redline	
6th	144.6 mph
5th	123.1 mph
4th	104.4 mph
3rd	88.1 mph
2nd	71.6 mph
1st	55.0 mph
Frame	Steel, rectangular tubing
Rake	25.5°
Trail	3.7 in.
Front suspension type	Telescopic forks
Fork tube diameter	39mm
Front wheel travel	5.5 in.
Rear suspension type	Single-shock swingarm
Rear wheel travel	4.7 in.
Front brakes	(2) 10.5-in. discs
Rear brakes	10.5-in. disc
Front wheel	2.75x16-in. cast aluminum alloy
Rear wheel	3.00x18-in. cast aluminum alloy
Front tire	120/80-16 Bridgestone Exedra G527
Rear tire	130/80-18 Bridgestone Exedra G528
Weight, empty gas tank	488 lbs.
Weight, full gas tank	520 lb.
Overall length	87.6 in.
Overall height	45.9 in.
Wheelbase	59.1 in.
Fuel capacity	5.4 gal.
Ground clearance	5.5 in.
Seat height	31.2 in.
GVWR	981 lbs.
Colors	Silver and red
Retail price	$4599



(Above) The FZ750's upper cylinder head bolts together, the lower section carrying valves and springs, the upper section holding camshafts and buckets. (Below, left) The FZ's clutch basket. (Below, right) A valve bucket (tappet) and lash-adjusting shim, seen with an Australian coin about the size of a quarter.







A notch in the outboard flywheel triggers the ignition when it passes the small sensor seen in the upper left of this photo.

in the front wheel in most corners. Changing the gearing again and shortening the wheelbase cured the problem.

Yamaha lists the FZ750's wheelbase as being 58.5 inches; our test bike measured out at 59.1.

We also found differences between other measurements we made and claimed specifications. For example, Yamaha claims the FZ weighs 511 pounds with a full gas tank; we weighed it on a certified scale at 520 pounds with a full tank and 488 with an empty tank. Our calculated top speed at redline in gears is different in the specification chart printed here than it was the last time we printed

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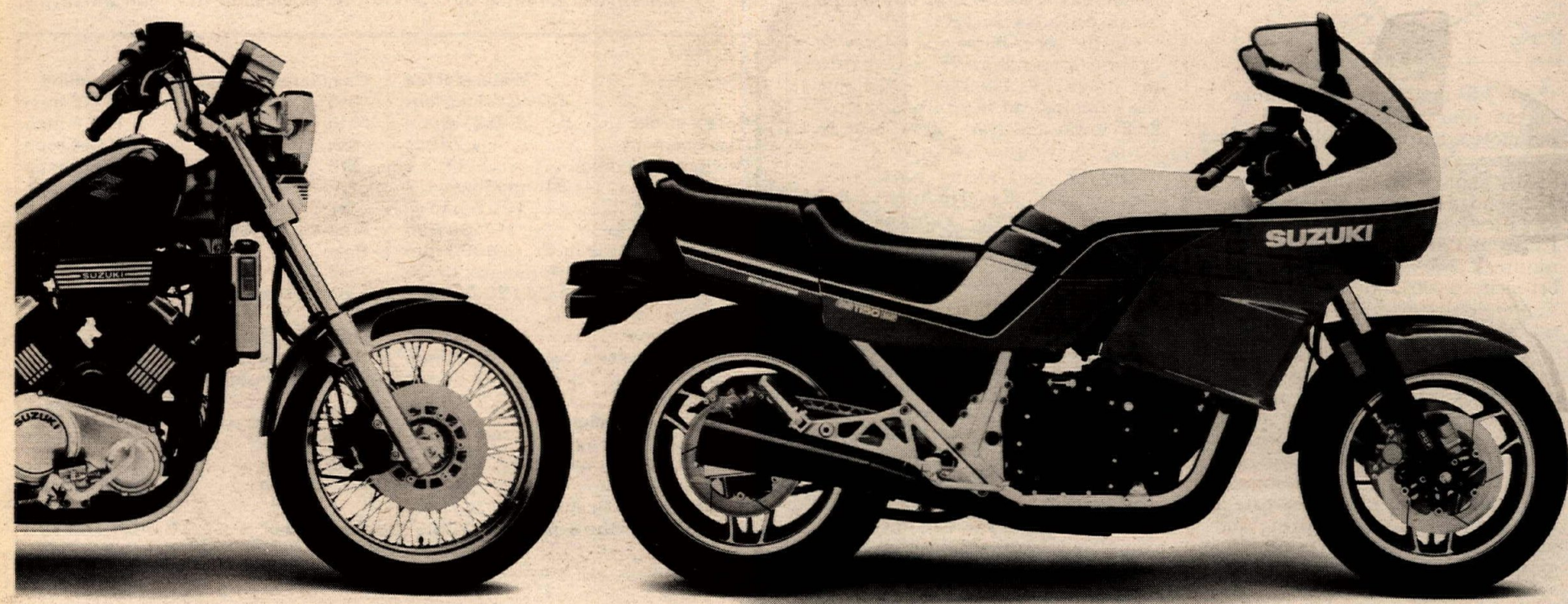

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an FZ750 spec chart; the first time we relied on Bridgestone's specifications for rear tire circumference; we measured it this time.

We also found differences in valve lift; Yamaha puts intake lift at 7.35mm and exhaust lift at 7.2mm; we measured it at 7.55mm and 7.15mm. And cam timing, measured to and from 1mm lift, seemed retarded for the exhaust cam, although Yamaha was unable to provide timing specs with a measuring point number; we measured lobe centers for intake and exhaust cams at 110° and 100.5°, respectively. Suehiro Watanabe of Yoshimura R&D, who helped us with the cam timing and lift measurements, figures that advancing the exhaust cam timing from the 39-18° we measured up to 50-7° (which is close to the intake cam's 7-47°) would dramatically increase available horsepower.

Changing ignition timing to increase power presents a problem, thanks to the FZ's unique ignition system. Sensors are fitted on each end of the crankcases, one for each dual-lead coil, and spark is triggered when a notch cut into the outboard flywheel on each side passes the sensor. They can't be adjusted.

The carbs can't be easily changed, either, since no aftermarket, bolt-on downdraft carbs are currently available.

Beyond that, the FZ750's perfectly-fine handling becomes a problem when the bike is fitted with slicks and flung around a racetrack other than Daytona, according to Filice, Dale Quarterley, Jim Vreeke and others trying to race Yamahas in the Superbike class. The problems, all agree, seem to start with the front forks, which have 39mm stanchion tubes and very short, progressive springs with lots of preload. Filice and Vallerga tried cutting off the most-progressive end of the springs and adding spacers, increasing the volume of oil in the legs, and running 12 psi; all that helped, but didn't cure excessive dive. Filice said the forks are generally too soft and that he could feel the forks bottom out entering corners and that the front wheel then skated toward the outside of the track. Vallerga's talking about changing the spring on each damping-rod's high-speed compression blow-off valve, designed to allow the forks to react to bumps encountered under braking; he thinks the valves open too soon and let the forks compress too quickly. He also thinks different fork and shock springs would help.

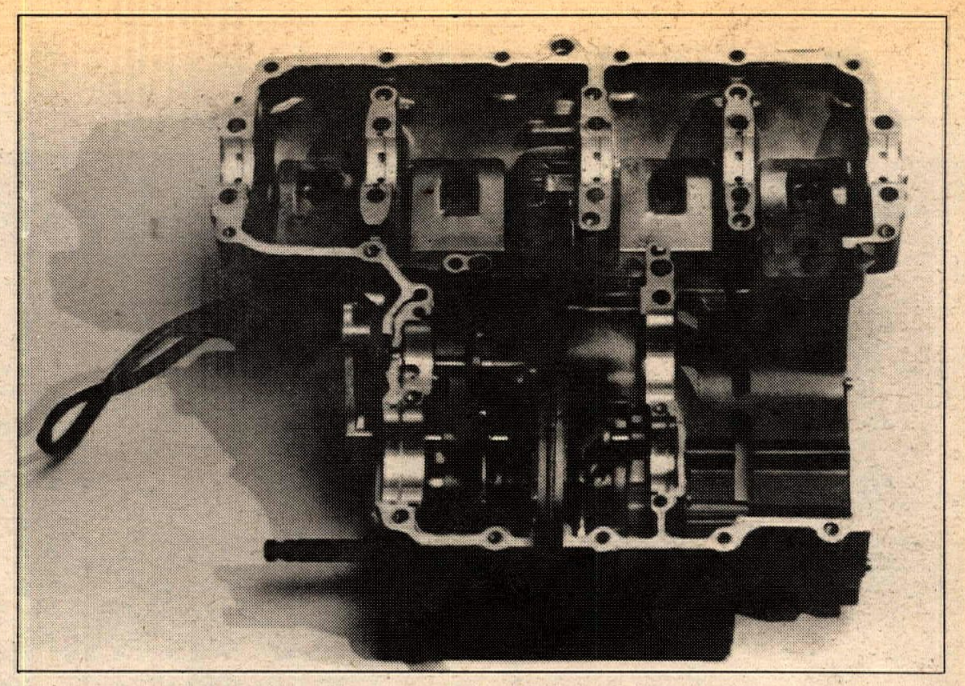
But Filice cites a lack of rebound damping and thinks a complete different set of forks may be the answer.

McDonald's Yamaha-backed Superbike is fitted with a TZ250 front end and still isn't perfect.

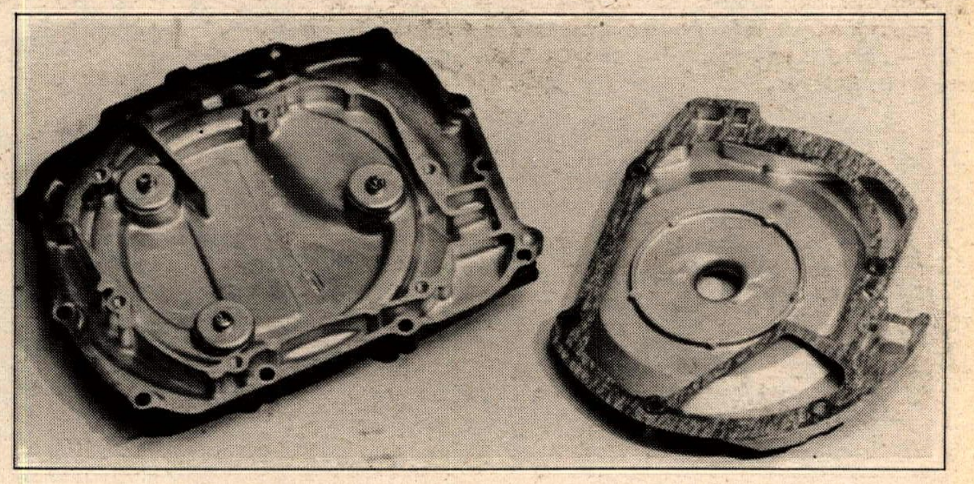
While all that's important to anybody serious about racing a modified FZ750 Yamaha, it doesn't change the facts related to the stock, as-sold FZ street bike.

It's fast. It's quick. It's uncomfortable. It's an amazing motorcycle.

For more about the Yamaha FZ750, see *Cycle News* October 3, 1984 (basic specifications and five-valve theory); *Cycle News* January 9, 1985 (development of the FZ750 and detailed five-valve theory); and *Cycle News* March 20, 1985 (FZ750 vs. GSXR750 riding impression).



Windage plates in the crankcases (above) keep sump oil from contacting the crankshaft; a baffle (below, right) in the clutch cover does the same thing for the clutch.



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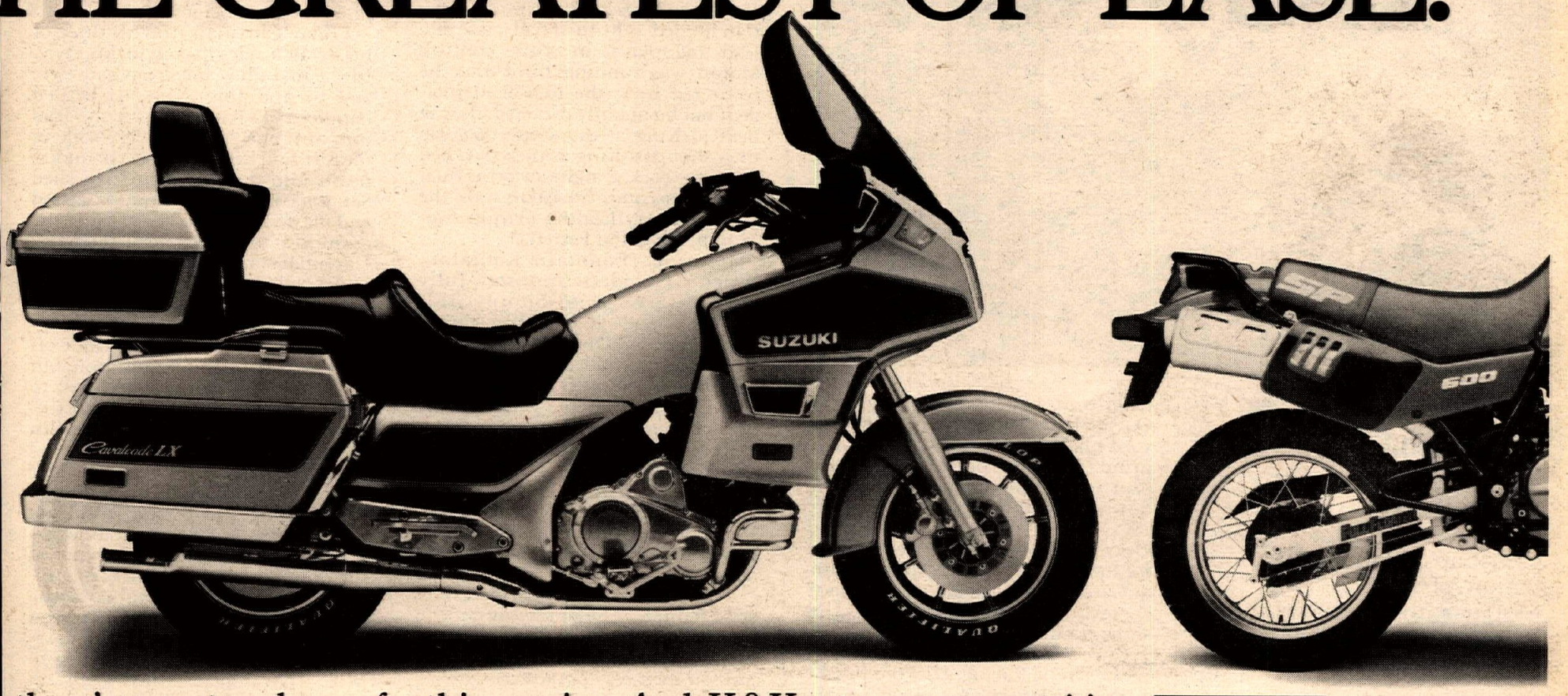

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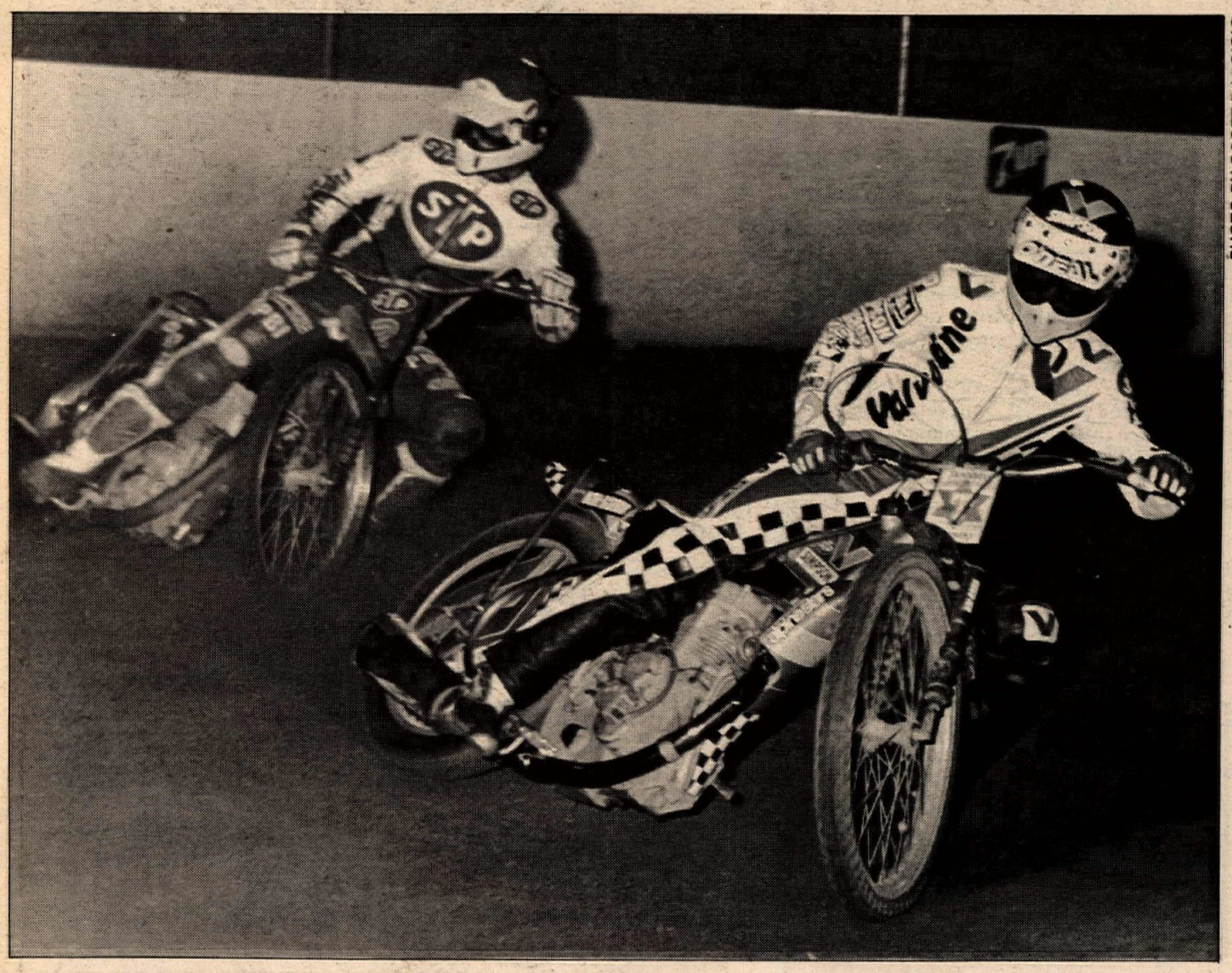


PHOTO BY SCOTT DALOISIO

PHOTO BY MITCH FRIEDMAN

David Hancock on his way to a First Division win at Ventura.

(Above) Alan Christian (left) and Rob "Five Flavors" Pfetzing at Carlsad; Christian won the Scratch main. (Below) Lance King trails "Sudden Sam" Ermolenko at Ascot's South Bay Stadium.

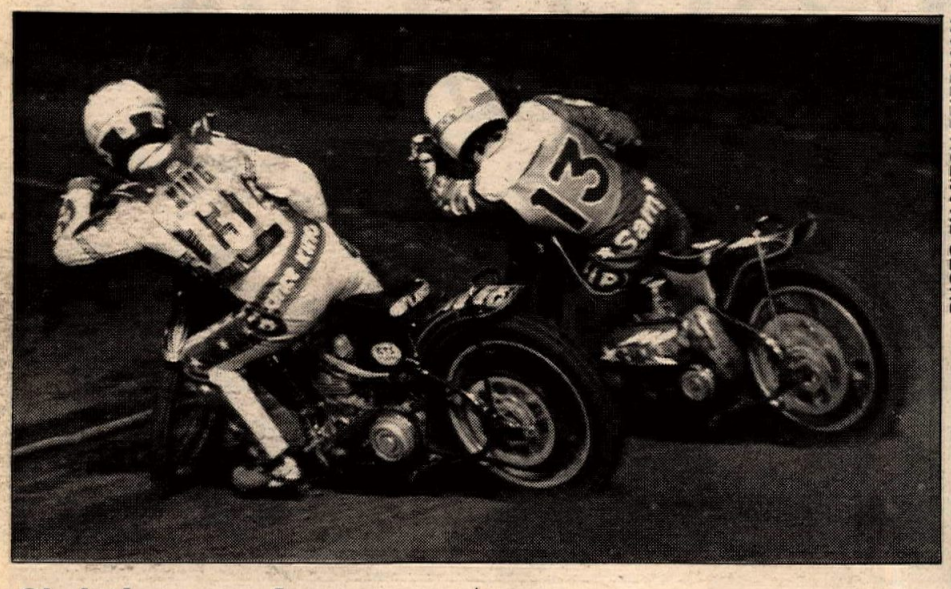


PHOTO BY MITCH FRIEDMAN

Christian two-for-two at Carlsbad

By Scott Daloisio

CARLSBAD, CA, MAY 5

GM-mounted Alan "Crazy" Christian continued his domination of the southern California speedway scene by taking his fourth Scratch main event in the past 10 days at the Carlsbad Raceway Sunday night. The show also highlighted the talents of 1985's two best rookies as Doug Nicol took top honors in the Handicap main and Jeff Johnson emerged the victor in Second Division action.

Nicol (Pedco Eng./Coast Grain Co./FMF/Carlisle Tires/Ascot Thursday Nigh Speedway/Bel-Ray/Champion/Immediato & Associates/Bates/Taylor Concrete Pumping Weslake), a Lance King protege, suffered last-lap defeats in his heat and semi, but in the main he was five lengths ahead of the screaming pack. David Hancock beat Nicol off the 10-yard line at the outset of the five-lap grind. Hancock opened up a slim lead but Nicol quickly chopped it down on lap three and raced past on the outside as they entered turn three. Once Nicol was out front he ran away for his first-ever Handicap main win at Carlsbad. Hancock took the place spot while Dennis Bransford took the show position.

Christian (STP/Valvoline/Champion/Cirello Racing/Hi-Point/PBI/K&N/Bell Fiberglass Concepts GM) has been simply devastating as of late and Sunday night was no different. He finished second in his Scratch heat but he came back and blew them away in his semi. For the main he drew gate two with defending National Champion Kelly Moran in one, "Dangerous" Dubb Ferrell in three and Lance King on the extreme outside. They were fairly even out of the gate with Christian winning the turn one jossle to take the lead. Moran tried to duck under Christian in turn two but he was T-boned by Ferrell and dropped back. That was all Christian needed as he then had a sizeable lead and put it in cruise control. Moran was running third after he recovered from the first-bend incident but he literally rocketed his way next to King at the white flag. He then shot past King as they travelled down the back straight-away the final time for second. Christian took the win by a very healthy margin over Moran, King and Ferrell.

Johnson (Fountain Radiator/Butch's Grinders/Simpson/Jolly Farms/Gary's Auto Supply/BFD Weslake) made it look like child's play in Second Division as he easily won his heat and the main. Bryce Eikelberger, Jimmy O'Dell and Shane Hawley trailed at the finish of the Scratch four-lapper.

Rookie Andy Johnson (Tom Topping/Parts Exchange/Mom) won his first-ever main event on a borrowed Godden in Third Division action. Kevin Krugh finished second with Dana Dumond third in the wild affair.

Tonight's action packed races were run off quickly and smoothly and the checkered flag at the end of the Scratch main fell at 9:43 p.m., sending the fans on their way home early.

Results

SCRATCH MAIN: 1. Alan Christian (GM); 2. Kelly Moran (Gdn); 3. Lance King (Wes); 4. Dubb Ferrell (Jaw).

HANDICAP: 1. Doug Nicol (Wes); 2. David Hancock (Wes); 3. Dennis Bransford (Wes); 4. Dubb Ferrell (Jaw); 5. Lance King (Wes); 6. Jeff Springman (Wes).

SECOND DIV: 1. Jeff Johnson (Wes); 2. Bryce Eikelberger (Gdn); 3. Jimmy O'Dell (Wes); 4. Shane Hawley (Wes).

THIRD DIV: 1. Andy Johnson (Jaw); 2. Kevin Krugh (Jaw); 3. Dana Dumond (Jaw); 4. Greg Nelson (Wes).

MATCH RACE: 1. Steve Lucero (Wes); 2. Kelly Moran (Gdn).

Christian cops Costa Mesa

By Scott Daloisio

COSTA MESA, CA, MAY 3

Alan "Crazy" Christian crossed the finish line in first place at the end of an incredible first lap and rode the rest of the way to victory in the Scratch main event at the Orange County Fairgrounds in Costa Mesa Friday night.

Christian (STP/Valvoline/Champion/Cirello Racing/Hi-Point/PBI/K&N/Bell/Fiberglass Concepts) seemed to be mired in a slump over the first few weeks of the season, but he was just taking some time to figure out the gearing on his new GM. It appears that he has figured it out, and he has been blazing over the past week taking three wins and a second place finish in Scratch action.

Friday Christian won all three of his Scratch rides in convincing style. In the main he came from gate two, and he and John Sandona battled handlebar-to-handlebar for the lead into turn one. But they went wide in the turn and Ermolenko swept underneath into the lead. Christian shed Sandona on the back chute for second and blasted by Ermolenko, using the cushion at the end of the first circuit. Christian cut to the inside on lap two and repelled all of Ermolenko's challenges all the way to the checkered. Ermolenko did get his front tire alongside Christian's rear as they came off turn two on the final revolution, but he did a small wheelie and had to settle for a close second. Sandona finished third in the wild affair with Kelly Moran taking fourth.

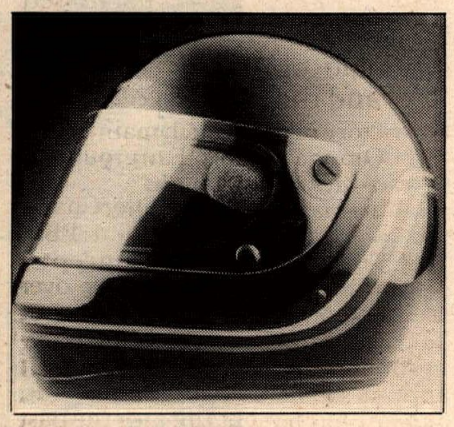
Tom Burba (Cody Racing/Oakley/Bell/Hallman/STP/Bel-Ray/Warren Reid Racing/Pro Design Jawa) got on the program for the first time this season at Costa Mesa, and he smoked the competition three times and captured the Handicap main. Burba started on the 20-yard-line and put on a devastating display as he ran away and hid from the pack in the main. Mike Mazzacane finished a distant second, with Steve Lucero getting past a stubborn Greg Ayers for third.

Everyone has been talking about Doug Nicol as the new sensation in speedway, but they should also look at Jeff Johnson who entered Friday night as a reserve and went home with the win in Second Division. Johnson (Fontana Radiator/Butch's Grinders/Simpson/Jolly Farms/Gary's Auto Supply/BFD Weslake)

(Continued to page 30)

new products

The Pro-Honda Full Protector from Hondaline offers upper body protection and is fully adjustable to fit nearly any rider. In red, white and blue, the vented design keeps air flowing. Manufactured in Finland by Sinisalo, the unit sells for $59.95 at your Honda dealer.



The VetterLite II from Vetter features a shell that's injection-molded from ronfalin plastic, while the interior is lined with a plush terry cloth; the shield is scratch resistant, and the helmet has DOT approval. In black or white, it sells for $59.95. From Vetter Products, Inc., Dept. CN, Rantoul, IL 61866.

Specially formulated for the demands of on- and off-road high performance chain, Maxima Chain Guard is compounded from petroleum bases and reinforced with additives. Find it in aerosol cans at your dealer or contact Maxima Racing Lubricants, Dept. CN, 1444 Pioneer Way #7, El Cajon, CA 92020.

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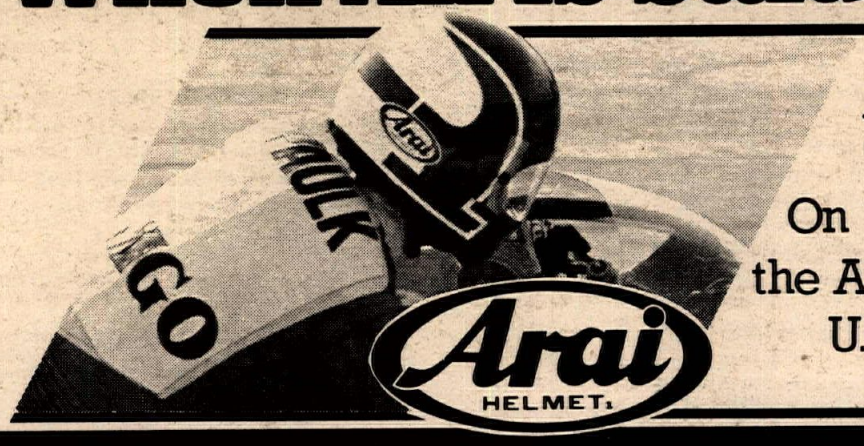

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Eddie Hicks Las Vegas.

As a rule of thumb, moving up a class in motocross requires a period of adjustment.

In Eddie Hicks' case, we're talking 30 minutes. That's about how long it took him to adjust to his new Yamaha YZ and then bury the competition at this year's Las Vegas Mini Grand Prix.

Riding in his first 125cc stock Pro class race ever, Eddie dealt the competition nothing but garbage as he took the holeshot and piloted his box-stock YZ125 out of the gate, across the finish line and into the winner's circle, an area that was crowded with Yamaha riders all weekend. Riders like Damon Bradshaw and Vince Devane, the big winners in their respective classes.

In short, if you want a sure bet next time you're in Las Vegas, we have just one piece of advice.

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Speedway

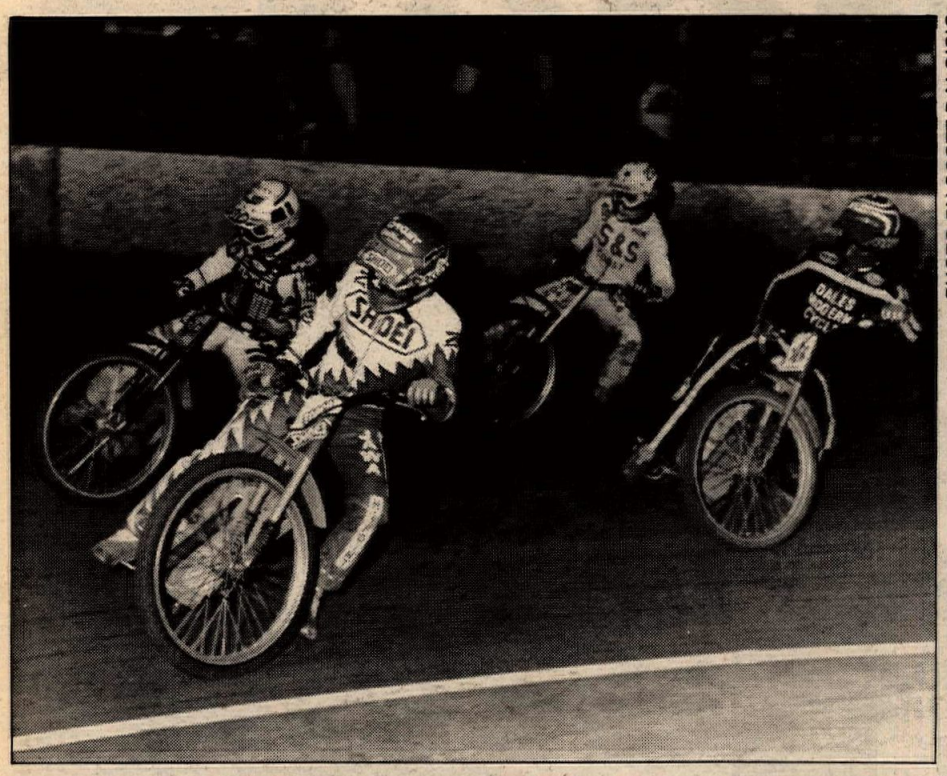

PHOTO BY SCOTT DALOISIO

(From left to right) Lance King, Mike Faria, Wayne Leutz and Dave DeTemple in First Division action at Costa Mesa.

Speedway

(Continued from page 26)

took his sixth main event win of the season on the circuit. Louis Kossuth put his Maely across the line second, with Joe Kreisberg third.

Steve Donovan (Fast Lane Trucking/Newport Surf & Sport Jawa) made it two-wins-in-a-row when he took top honors in the Third Division main. Joe Kreisberg's younger brother Lou got second, while Johnny Walker took third.

Results

SCRATCH MAIN: 1. Alan Christian (GM); 2. Sam Ermolenko (Wes); 3. John Sandona (Wes); 4. Kelly Moran (Gdn).

HANDICAP: 1. Tom Burba (Jaw); 2. Mike Mazzacane (Jaw); 3. Steve Lucero (Wes); 4. Greg Ayers (Wes); 5. Mike Faria (Jaw); 6. John Foster (Wes).

SECOND DIV: 1. Jeff Johnson (Wes); 2. Louis Kossuth (Mae); 3. Joe Kreisberg (Wes); 4. Jimmy O'Dell (Wes); 5. Doug Nicol (Wes); 6. Shane Hawley (Wes).

THIRD DIV: 1. Steve Donovan (Jaw); 2. Lou Kreisberg (Wes); 3. Johnny Walker (Jaw); 4. Wayne Selman (Gdn); 5. Ron Swenson (Wes); 6. Don Jackson (Jaw).

MATCH RACE: 1. Lance King def. Brad Oxley.

Ermolenko sudden at Ascot

By Scott Daloisio

GARDENA, CA, MAY 2

"It's my wife's birthday, and I'm just glad that I won this one. It was for her." Those were the words of "Sudden Sam" Ermolenko after he defeated Alan Christian, Lance King and Mike Curoso to win the Scratch main event on a fantastic night of racing at Ascot South Bay Stadium.

This Thursday night the track had some extra dirt on it, and the racing was the best yeat at the new facility, with Ermolenko (Pick Your Part Auto Salvage/Pacific Coast Laminating/Arai/Jones Goggles/American Mikuni/STP/Q&E/R.K. Racing Chain/Al Reed's Polishing/Frame Shop/Car Tunes/Kal-Gard Weslake) being the star.

After winning his heat, Ermolenko was defeated in his semi by Lance King, but he got sweet revenge in the main. Ermolenko took the lead at the rise of the tapes as Christian — who has been super hot over the last week — wheelied at the line. Christian recovered quickly and set up camp on Ermolenko's rear tire. Christian looked high and low in his quest for the lead spot, while Curoso did the same in effort to get by King for third. Christian remained directly behind Ermolenko until the back straightaway on the final lap when Ermolenko opened up a two bikelength lead that he carried all the way to the checkered. Christian stayed in second, with King and Curoso breathing down his neck.

Tony Briggs (Ocean Pacific/Scott Goggles/Fitzpatrick Racing/Bel-Ray GM) held off a thundering herd of riders to take home all the bacon in a wild and wooly Handicap main. Briggs, off the 10-yard-line, took the lead at the outset over Tim McCasland and Mike Mazzacane. Andy Northrup moved up to challenge Mazzacane for the third spot on lap two and after one lap of intense pressure he shot by. Christian, riding like a man possesed, made his usual fierce charge through the pack and began to reel in Northrup. They made heavy contact as they exited turn four, heading for the white flag. Both recovered and they continued their battle, with Christian prevailing as he took over third in the next bend. Christian then began to stalk McCasland and Briggs; but it was too late as Briggs recorded he wire-to-wire win by two bikelengths over McCasland and Christian.

Jimmy O'Dell (Gurney-Curb All American Racers/White Bros/KRW/Frame Shop/H.P.S./Oakley/Answer Products/Castrol/MAD Racing/Cycle Tune Weslake) continued to show his much-improved racing talents by taking home the hardware in the Division Two main. O'Dell took over the lead after initial leader Jordan Duncan and Ronnie Correy hammered on each other in the first turn. Once in front, O'Dell ran away and hid from the pack and scored a convincing win. Guy Waterson raced home second with Pat Hawley third.

Oscar Salinas (Ronald Brower Attorney at Law/3 P Racing) had tao borrow the Jawa of Richard Perkins after his own bike was damaged after the checkered flag in his heat race, but it made no difference as he won the Third Division main. Wayne Harris took second with Mark Hateley third.

Results

SCRATCH MAIN: 1. Sam Ermolenko (Wes); 2. Alan Christian (GM); 3. Lance King (Wes); 4. Mike Curoso (Wes).

HANDICAP: 1. Tony Briggs (GM); 2. Tim McCasland (Wes); 3. Alan Christian (GM); 4. Andy Northrup (Wes); 5. Dubb Ferrell (Jaw); 6. Mike Mazzacane (Jaw).

SECOND DIV: 1. Jimmy O'Dell (Wes); 2. Guy Waterson (Wes); 3. Pat Hawley (Gdn); 4. Louis Kossuth (Mae); 5. Ronnie Correy (Jaw); 6. Jordan Duncan (Gdn).

THIRD DIV: 1. Oscar Salinas (Jaw); 2. Wayne Harris (Wes); 3. Mark Hateley (Wes); 4. John Edwards (Jaw); 5. Kurt Markham (Jaw); 6. Kevin Krugh (Jaw).

Ott, Hancock take Tuesday wins

By Bill Locey

VENTURA, CA, APR. 30

"Showtime" Bob Ott, the people's if not the promoter's choice, won his first-ever Scratch main at the Ventura Raceway. And 20-year-old David Hancock won the Handicap main in only his third week in First Division.

Handicap racing began in a fog thick enough to bring visions of England to mind, and since a number of riders scratched, the program also brought up some Second Division riders to try their luck against the hot guys. That's exactly how Hancock got his shot three weeks ago. Mike Mazzacane, back from an ankle injury, came out blazing and won his heat off the 40. Ott pulled speedway's neatest trick by winning his heat off the 50 in a flurry of wheelies; old-timer Guy Waterson, who rode for the Ventura Chargers back in 1972, was a robust second. Don Butler and Greg Ayers were the other heat winners.

Hancock, who was second in his heat, did it again in his semi, following Mark Dwyer across the line. 1981 Track Champ Steve Lucero won the other semi off the 50, nosing out Ott and Mazzacane. The main was anticlimactic compared to earlier races. With three riders off the 30, Dwyer's bike broke, and Hancock outgated Ayers and led from start to finish.

Lucero, one of the hottest riders around, outgated Ott in their scratch heat race and won — it was to be Ott's only loss of the night. Current track Champ Kelly Moran was off the pace and failed to survive his heat race.

In his semi, Lance King got the gate, but Ott got an unreal drive coming around turn two and passed King on the back straight on the outside, something that doesn't often happen. To prove it was no fluke, Ott got a great start from the fourth starting spot (his favorite) and cut around all three riders in turn one of the main, and led it from start to finish. Ott zoomed across the finish waving his fist in the air as the crowd went nuts. Ott is on the way — he's getting three rides per week when last year he was getting one.

Former flat-tracker Jeff Johnson got a chance to ride Second Division and proved to be too good for the zero-yard-line, winning the main in convincing style.

Steve Donovan passed Wayne Selman on the first lap to of the main to take D-3 honors.

Results

SCRATCH MAIN: 1. Bob Ott; 2. Lance King; 3. Steve Lucero; 4. Keith Larsen.

HANDICAP MAIN: 1. David Hancock; 2. Greg Ayers; 3. Mike Mazzacane; 4. Steve Lucero; 5. Bob Ott; 6. Mark Dwyer.

SECOND DIV: 1. Jeff Johnson; 2. Doug Bowers; 3. Bobby Tocco; 4. Ronnie Correy; 5. Joe Kreisberg; 6. Gary McDonald.

THIRD DIV: 1. Steve Donovan; 2. Wayne Selman; 3. Greg Nelson; 4. Archie Perez; 5. Tod Bertrand; 6. Willie Murray.

San Jose Mile

(Continued from page 8)

the lead bike in the train, pulling Boody, Jorgy and Maitland in his draft. Going into turn three, Maitland drove into first, but Shobert overtook him into one. The end of the lap saw Springsteen pull off with a poor-handling bike, and Maitland drop back with engine troubles, almost simultaneously in turn four.

When Maitland dropped back, Parker claimed second behind Shobert. Scott, Boody, Filice and Jorgensen filled the top six. On about lap 18, two riders collided just after passing Boody, one on the outside, the other on the inside. Boody hesitated for just a moment, thinking the two would crash. They didn't, and the small amount of time he was off the throttle was enough to drop the Honda rider out of the lead draft, and into the second group of riders.

When lap 21 ended, the leaders were Parker, Shobert, Scott, and Jorgy. In fifth was Chandler, who moved up to challenge for the win. A lap later, Chandler went by Jorgensen and the lead four ran nearly side-by-side into three. Shobert, Scott, Parker and Chandler was the order at the end of lap 23. It was four abreast again on lap 24 in turn three. Shobert held the lead, with Chandler second and Parker third; Scott ran fourth. Chandler took the lead for the first time in the main going into turn one on the white flag lap. He was passed by both Shobert and Parker going down the back stretch, but got back by Shobert between turns three and four — then Chandler's chain fell off, just a half-straight from the checkered flag.

The three leaders pulled out to run alongside each other toward the flag. Shobert won it by half a bike over Parker, who had just a wheel on Scott. Jorgensen finished fourth, with Filice fifth and Pearson sixth, just ahead of Boody. Chandler was 13th.

"On the last lap, I was where I wanted to be, but when Doug Chandler blew up in turn four, I had a run on him and hit his bike a little bit, and it almost stuck me in the wall. I had a good draft on Bubba and Scott, but I had to let off and it didn't work out," said Scott in the winner's circle.

Shobert said, "I was checking out everyone else's line, then I saw that Tommy Maitland had a good line. I jumped on his line and it was really working. I was racing with Hank and Parker, then somebody else was there racing with us. I didn't really know what was going to happen, I just kind of held my breath on the last lap. When I bobbled coming out of turn four, I thought somebody would get me, but I guess they bobbled too. It was one of the toughest miles I've ridden." ●

Results

25-LAP NATIONAL: 1. Bubba Shobert (Hon); 2. Scott Parker (H-D); 3. Hank Scott (Hon); 4. Alex Jorgensen (Hon); 5. Jimmy Filice (H-D); 6. Scott Pearson (Hon); 7. Ted Boody (Hon); 8. Ricky Graham (Hon); 9. Chris Carr (H-D); 10. Randy Goss (Hon); 11. Ronnie Jones (Hon); 12. Garth Brow (H-D); 13. Doug Chandler (Hon); 14. Don Howard (H-D); 15. Gary Scott (Hon); 16. Tom Maitland (H-D); 17. Jay Springsteen (H-D).

12-LAP JR NATIONAL: 1. Brian Atherton (W-R); 2. Winkie Freitas (Hon); 3. Ted Taylor (Rtx); 4. Aaron Hill (H-D); 5. Tim Skov (W-R); 6. Phillip Theroux (C-A); 7. Robert McDonnell; 8. Otto Jorgenson (H-D); 9. Larry Staggs (Yam); 10. Dean Brooks (H-D); 11. Bruce Johnson (H-D); 12. Adam Sabedra (Hon).

AMA GRAND NATIONAL CHAMPIONSHIP/CAMEL PRO SERIES POINT STANDINGS: 1. Bubba Shobert (71); 2. Scott Parker (59); 3. Alex Jorgensen (47); 4. (TIE) Doug Chandler/Randy Goss (45); 6. Ronnie Jones (43); 7. Scott Pearson (41); 8. Chris Carr (36); 9. Steve Eklund (35); 10. (TIE) Terry Poovey/Jay Springsteen (33); 12. Ted Boody (32); 13. Pete Hames (31); 14. Jimmy Filice (24); 15. Freddie Spencer (20); 16. Rich Schlachter (18); 17. Mike Baldwin (16); 18. Hank Scott (13); 19. (TIE) Keith Day/Tim Mertens (12).

JUNIOR NATIONAL CHAMPIONSHIP POINT STANDINGS: 1. Winkie Freitas (108); 2. Brian Atherton (89); 3. Aaron Hill (55); 4. Curtis Cannon (41); 5. Ted Taylor (29); 6. (TIE) Randy Roose/Keith Gregoire (27); 8. (TIE) Adam Sabedra/Tim Skov (26); 10. Frank Garcia (24).

new products

The Little Lightning is a high-intensity flexible flashlight that can be bent into any angle for peering into spark plug holes, carburetors, exhausts, etc. Powered by two AAA batteries, the light sells for $12 plus shipping from Bickel Racing, Dept. CN, 131 Simpson Dr., Daly City, CA 94015.

Hi-Point Mini MX Boots are built to the same high standards as the rest of their boot line. Available in black, red and blue in youth sizes ranging from 1 through 7, there is sure to be a pair in just the right size and shade to keep your youngster safe and happy. They have the same stainless steel cam action buckles and shin plate as the full-sized Pro boots. Look them over at your Hi-Point dealer.

Bell Marsee Leather Summer Gloves sell for $23.95 and have a vented back, a high gauntlet, an elasticized back on the wrist and velcro closures. Spandex between the fingers makes for a snug fit. From your dealer carrying the Bell Helmets line.

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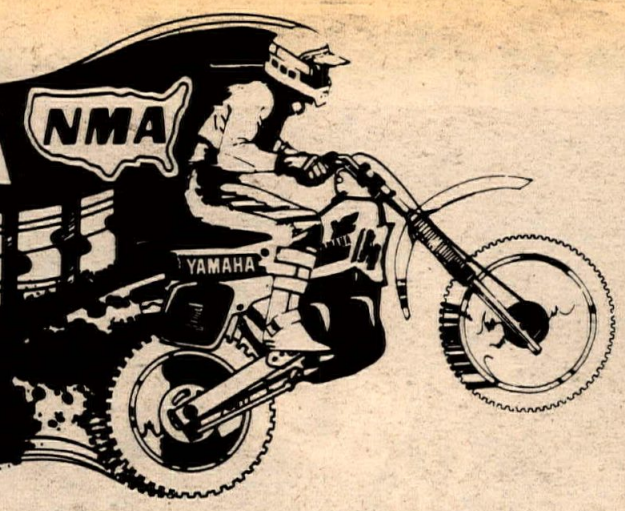

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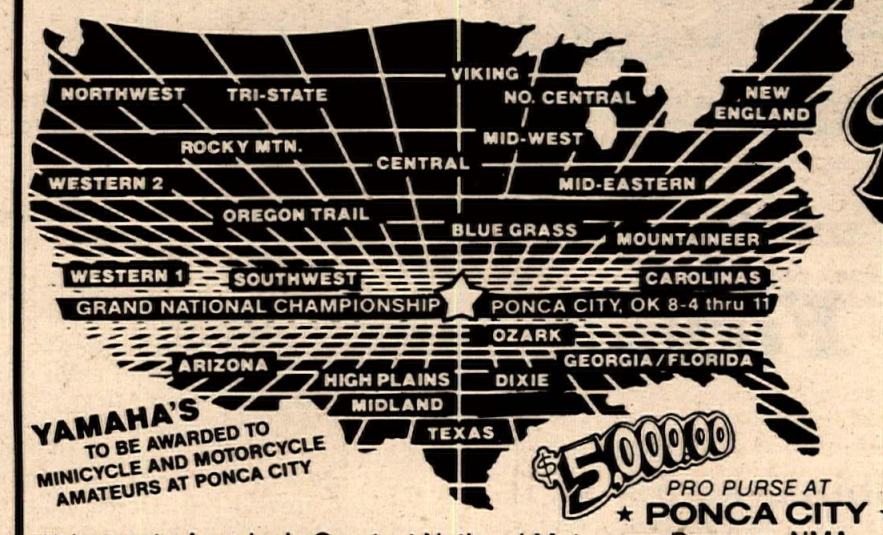

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Minicycles			
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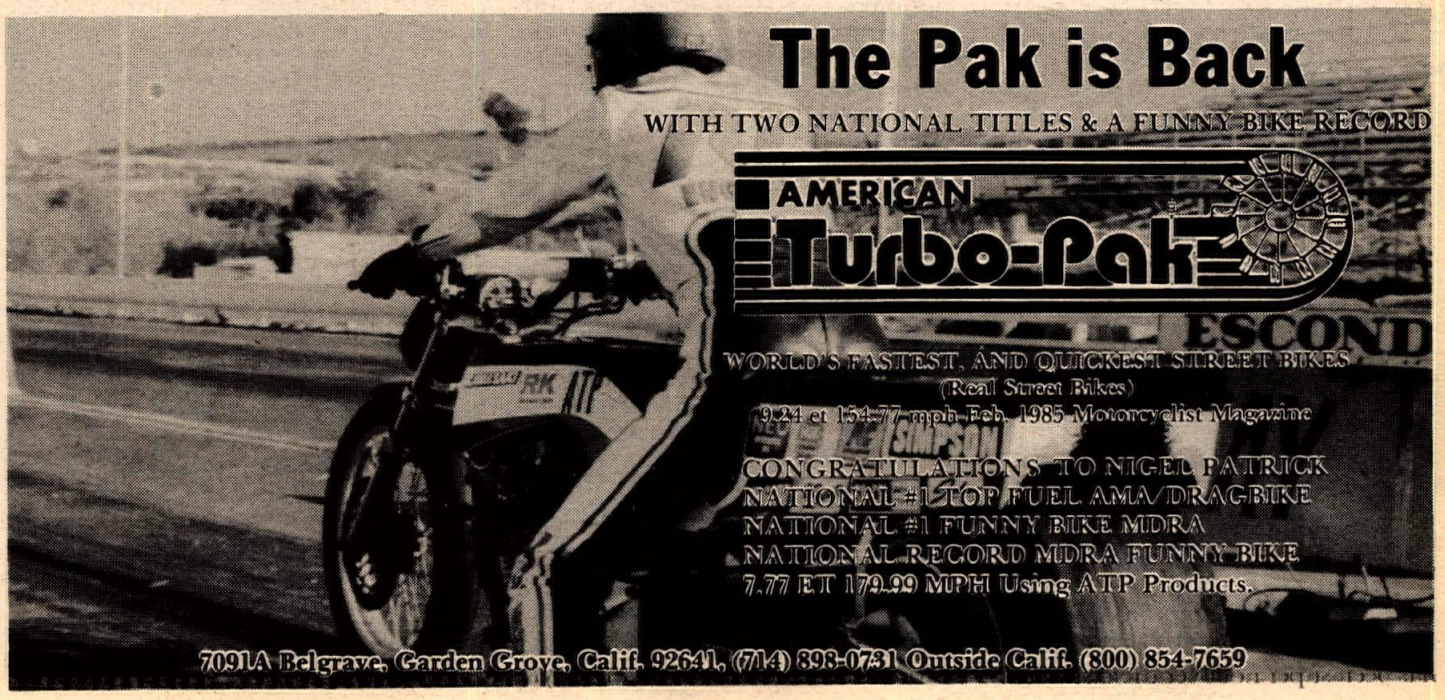
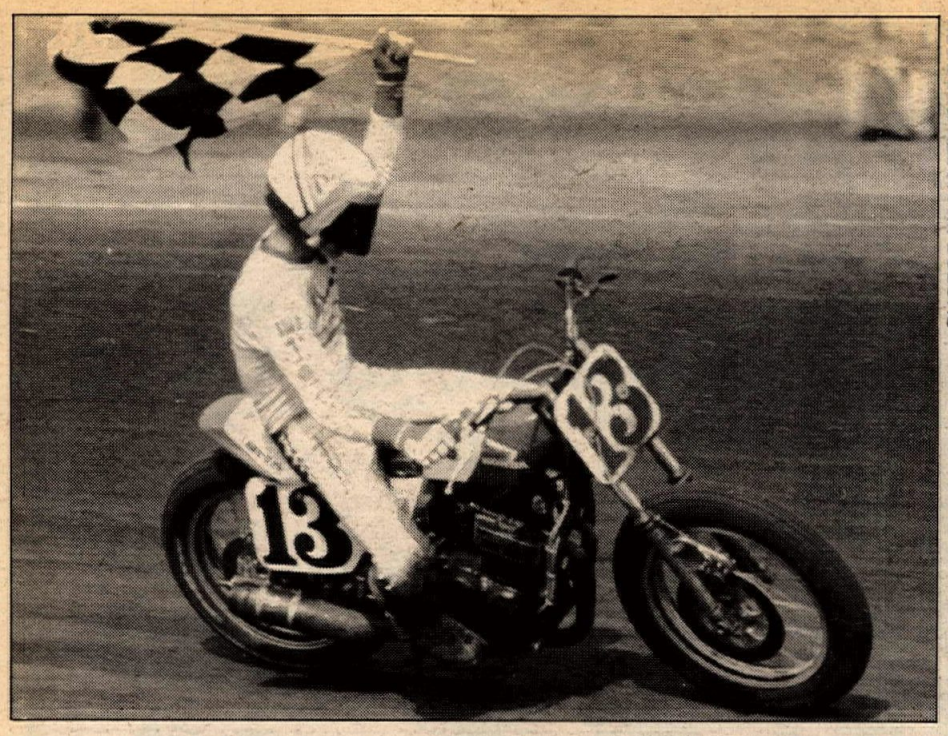




National rider Mickey Fay was top rider of the weekend, winning the Open Expert TT main at Boise's 31st annual TT weekend.

PHOTOS BY MARTY GREGORY

Fay's closest competitor in the TT was Randy Green (24), who won the Open TT semi; Fay finished third. Green finished second to Fay in the main.

31st Annual Boise TT weekend:

The day to Fay

By Marty Gregory

BOISE, ID, APR. 25-28

Charging the nearest railbirds with a well-shaken bottle of champagne, Mickey Fay shared the thrill of victory with fans lining Boise's Peaceful Cove TT track. Fay added to his reputation as *the* TT specialist with a convincing win over a strong field which included several past winners of the Northwest Regional event. It took a driving pass of early leaders Mike Sullivan (Tri) and Frank Word III (KTM) to rocket Mickey's privateer Honda into the lead on the third lap, and it took 17 more mistake-free tours of the track to nail down the win ahead of smooth Randy Green (Hon), Scott Pearson (Hon), Word and last year's winner, Ron Yamamoto (Hon).

Joining Fay in the winner's circle were Junior main event king Robert Horban (C-A) and go-fast Novice P.J. Sanchez (H-D). They were all part of the thrilling climax to a four-day weekend of racing and a tradition which has been going on in Boise for the past 30 years.

This weekend's 31st running of the TT was dedicated to longtime supporter Weldon Atkinson and was graced with increasingly splendid weather. It started off looking grim with mid-40° temperatures and constant wind on Thursday for the short track kickoff. But the wind wasn't bad with the MX course's famous Sand Hill looming over the refurbished one-eighth mile at the Owyhee M.C.'s facility a few miles north of Boise, and though the chill evening may have kept some less-than-totally-dedicated fans away, the action was hot 'n heavy on the track!

Portland-area Pro Marty Zirbel (Yam) served notice in both his 250cc and Open heats, as did Randy Green (Hon) who came from a second-row start to nip local star Rod Reynolds (Hon) at the line in their Open preliminary. When main event time rolled around for the 250s, Zirbel just took command of the race after four-stroke pilot Terry Anderson's Honda holeshot. A pumped-up Troy Norris (Hon) held off Don Wilson (Hon) for a while, but Wilson was not to be denied and round up second. Rod Reynolds was momentarily bottled-up inside Anderson on the start and as Zirbel streaked around on the outside to snatch a lead he wasn't bound to relinquish, found himself scratching to get into fourth place by the end of the race. Short track races are often decided within the first five seconds.

That wasn't the case with the big bores, however. Jeff Harsha (Yam) fought tooth-and-nail with Rod Reynolds before pulling it out as Zirbel and Green battled for third with Wilson breathing down their necks. Robbie Blagg (Yam) flashed stylishly in his thorough trouncing of the 125cc Experts and Boise's Jim Cyr (Hon) had his way over Jeff Amen (Hon) in their two-man 80cc Expert confrontation.

Jeff Russell may have wished for a drink before the night was over. Jeff came off h-a-r-d in the third turn and, though he said it was "a little sore but probably okay for tomorrow," turned out to have a broken collarbone. Jeff's misfortune let younger brother Al Russell take the win, so there may be some consolation at Daddy Russell's Yamaha store come Monday.

In the hotly-contested Mini B main, young Richie Reynolds (Kaw) upheld the honor of that racing family with a gutsy performance to best Ryan Anderson and Scott McPherson of Micro fame. And we should mention the Powder Puff event which saw Tricia Lyons (Yam) lap the field with ease. 'Course Tricia carries a Class C Novice license and Boise waited to see whatever would become of her against the boys on Sunday.

But Friday still comes before Sunday and that evening's weather saw a slight improvement with temperatures up 10° and only gentle breezes in place of real wind. The Sportsman TT under the lights always has a few surprises in store for fans and a good crowd lined the big track. They were not to be disappointed, for the Mickey Fay show had rolled into town during the day and "Mad Mickey" his-ownself, Ron Yamamoto (Yam) and Randy Green (Hon) looked like the guys to beat in the Open Expert main.

As it turned out, Green was *the* man to beat . . . except no one could do it. Green circulated on his Woodland Honda sponsored XR track racer like it was on rails, leaving Yamamoto and Fay to duke it out for second and third with Yamamoto holding off the streaking Fay at race's end. One of the aforementioned surprises came in the form of a green Kawasaki KX500 with a 21-inch wheel (shod with a universal!) that Mickey said was his "trailbike."

The 250cc Expert main was up for grabs with Yamamoto falling in his heat race, Marty Zirbel having his problems and Rodney Reynolds (Kaw) crashing himself into a must-transfer situation during his heat. One section of the hillside (if this was baseball — this bunch would be kept on short leashes in the upper right field deck) was looking for an upset in the form of returning letterman Larry Cowles aboard the Bob Lawrence Yamaha. Cowles, who raced Bultaco Pursangs on this track in the late 60s, had a real shot with a first-row start in the main event. Cowles came out strong, but not as strong as Kirk Strong, who headed for the front. Battling Yamaha for fourth, Cowles had his steel shoe torn half-off by the Spokane rider's tire through the dogleg and, on the subsequent lap, rolled and bounced out of contention as Strong (Hon), Yamamoto and Utah's Shawn Hart (Yam) rolled across the finish line. There was no joy in our "Muddsville upper deck," but a hell-uva lot of pride in our old guy out there bumping elbows with yet another generation of TT racers.

Robbie Blagg (Yam) repeated his act from the short track by doing it to the 125s on the big track while James Cyr and Jeff Amen reversed their finishing of the previous night. Also . . . let the record show that Denny Feigenspan (Hon) put a beautiful pass on his fellow Open Intermediates in the heat race only to fall victim to dreaded *overcook* in the dogleg and end his evening bruised and shaken in the main.

In the crashing department, Zirbel lost Lou Kinish's Triumph through the dogleg and wadded that scooter into a piece of modern art. Zirbel lay on the track in this Open Expert main for some time and, to the applause of the crowd, finally made his way back to the pits — the motorcycle had to be carried off, though. The Open contest was stopped at that point and (as noted above) it was Green, Yamamoto and Fay, in that order.

Amateur MX

A picture-perfect Idaho morning greeted the Amateurs arriving at the Peaceful Cove motocross track for Saturday's knobby tire racing. Starting at 6:00 a.m. with sign-up, the trophy seekers had it out on a redesigned course which followed more-or-less the traditional layout . . . only with more stadium-type jumps than anyone has seen around here for a long time!

The Beginner and Intermediate classes ran with speeds and stunts ranging from mild to wild. Over the jumps with style went 250cc and Open Intermediate walkaways Sid Morris (Suz) and Chris Hutzelman (KTM), respectively dominating both motos of their classes. In the 250cc Intermediate clash, local Jeff Creek (Hon) came from a first lap get-off to place in the points in the first moto. Second race: same story only worse. Creek was bringing up the rear coming around on the first circuit of the second moto and, as the race progressed with winner Morris skyshotting off the finish line jump and packing his wheel all the way up the approach to the Clubhouse Jump, Creek began to pick off the unwary and less-ballsy backmarkers. Creek was doin' fine and had reeled in several of them before trying to avoid a fallen man at the base of the Sand Hill (Intermediates ran a shorter, modified version). Creek stuffed his head in the dirt and everyone he'd worked so hard to pass came streaming back by him. Even the guy Creek was trying to miss when he fell was up and going again before Creek.

Chad Case (Kaw) won his first 125cc B moto only to fall victim to maladies in the second. Mountain Home's Tom Hiler (Kaw) didn't mind as he went 2-1 for the overall. Ritchie Thurston (Kaw) showed the 125cc Intermediates that his unofficial retirement/layoff doesn't mean he's forgotten how and that crafty, old desert guy, Rick Davey KDXed his way to a smooth win over the B Vets.

If it looked like a lot of green bikes were winning . . . that's because they

were. Kawasaki had a large hand in the promotion and success of the 31st TT weekend. And . . . Kawasaki contingency bucks may have been just the sort of lure it took to get the Larson brothers to put on a Pro show par excellence for local MX fans.

Pro MX

When the big boys hit the track for the four Pro classes, it was apparent that Phil and Mike Larson, along with Joe Wright and Longview, Washington's Jim Anderson (Yam) would be the men to beat. Wright "won" practice with Phil Larson racing around with him for a while, then hanging back and scooping out the track at a more leisurely pace.

Vet Experts were up first when the racing started and it was many-time-winner-at-Boise Rick Holmes (Suz) grabbing the first moto ahead of Blazin' Bob Krah (Kaw). Krah turned the tables on Holmes in the second go-'round, though, and came away with the overall and the lion's share of green dollars.

Open Experts were on the track for their first 20-minute moto and it was a tense battle between Phil Larson and Joe Wright, both on KX500s. Phil held off Wright for the first few laps and then began pulling it out. Phil was absolutely sensational in a section leading to a giant berm, changing lines with mid-air contortions over a small double jump. He was the fastest man on the course.

Brother Mike Larson (Kaw) and Jim Anderson had themselves a tremendous battle in the first 125cc Pro moto with Anderson streaking the Sand Hill with the style that's won him many a race in Boise. Anderson hung on in the first moto to hold off the constant pressure of Mike and set the stage for the 250cc Pro confrontation which would pit himself against both Larsons and Joe Wright (this time on a Honda), along with the likes of Larry Jackson, Todd Peugh and Derek Personette in the 18-man field of starters. The battle was on but turned out to be short-lived as early leader Phil Larson came off hard in the exact spot he'd been giving the crowd such a thrill on his Open bike. Wright immediately found himself in a battle with Anderson and a rapidly-approaching Mike Larson. Wright had to expend quite a bit of energy but he maintained his lead, though Mike cut it to a matter of feet on several of the later laps as the pair raced away from Anderson and the rest of the pack.

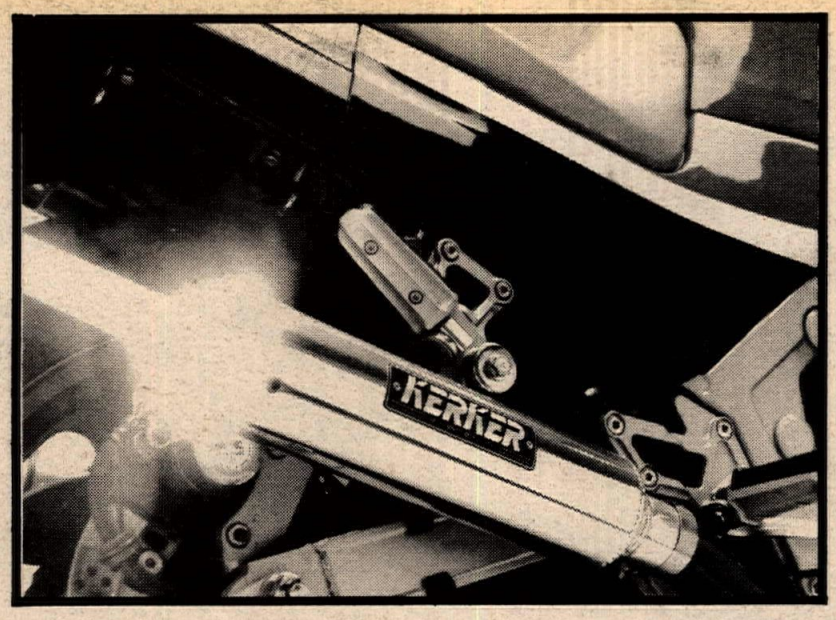
The second moto confirmed what we learned in the first ones and Phil Larson, after finishing down in the 250s, came back to pull out a solid 20 seconds on Wright and sweep the overall with a 1-1 day on the 500s. Mike Larson did a similar number on the 125s as Anderson couldn't maintain the pace and fell back toward the halfway point. Wright got his shot in the last race of the day, the 250cc Pro second moto, and worked his way (with Mike Larson in his shadow) by early leaders Personette (Kaw) and Peugh (Suz) to win.

Mike Larson survived a horrendous endo over the double-jumps and had a lot of ground to make up (which he did); Phil Larson, after his crash-prompted finish in the first 250cc race, declined to start the second moto.

TT

Sunday dawned as the best day yet with early morning temperatures already in the mid-60s. Experts timed in first with Randy Green setting fast time in that smooth style which is so deceiving to the uninitiated. Mickey Fay was within a twitch of the stopwatch of Green.

Among the Novices, P.J. Sanchez



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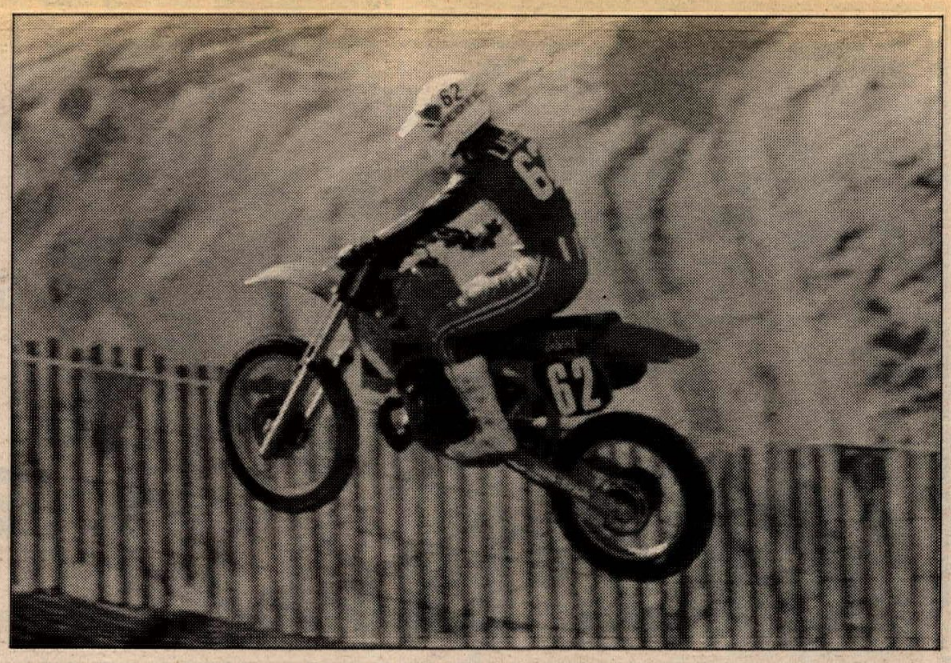

Phil Larson dominated the Open Pro class at Boise; brother Mike Larson won the 125cc Pros. Joe Wright took the gold in the 250cc Pros.

served notice early on that he was the man to beat as the Salinas H-D rider put his "new rule" 500 to the immediate front of his heat race and stayed there. Local hope John Colton (Hon) snagged a transfer with a good lookin' win in his heat. And Tricia Lyons (Yam) struck a Novice blow for liberation with a transfer-worthy third spot in her heat.

The Junior heats were hotly contested with Bugsy Booth and Randy Roose (H-D) transferring out of the first one, Terry Wahl (H-D) and Boise guy Ricky Henson (Yam) making it in the second one, and Rod Reynolds and Mark Illian scooting in on heat three. The fourth Junior heat pitted eventual winner Robert Horban (C-A) against Marty Zirbel on a de-tweaked Triumph. Zirbel slid into second and made the program.

Randy Green breezed to an easy first Expert heat win but the real drama happened in Expert heat two. Caught with chalk on the tires, John Wincewicz (Hon), Scott Pearson and Frank Word were condemned to the penalty line where Word's KTM stroker got a little too much of a rolling re-start and Word was sent to the pits to await a Last Chance Qualifer. Wincewicz grabbed an early lead only to get zapped by Pearson, then Mike Sullivan (Tri) and Frank Crane. With three transfers from each heat, it looked like Wincewicz was going to ride the Semi.

The third Expert heat saw Mickey Fay in action aboard his Honda thumper rather than his "trailbike" mount of Friday night. Fay blazed around with Ron Yamamoto — on the same Honda 500 two-stroke he used to win last year's race with — in second. The third transfer spot was a dogfight between North Idaho riders Kirk Strong and Arney Wick with Strong emerging victorious.

Rick Albee (Rotax) snagged one Junior semi and Dean James looked good in the other but it was the Expert semi that really got folks to their feet up on Sunburn Hill. Arney Wick, riding his CR500 half-miler with a brake on it, had no doubt in his mind that he was going to make the program. Wick got the lead and held it while Word blasted his way into second. Wincewicz broke an axle and skittered off the track to rnd his day. Short track winner Jeff Harsha (Yam) got lost in the shuffle and started packin'.

Following sundry ceremonial stuff, the trophy dashes got underway with last-minute contingencies and buckholas being contributed by the crowd. P.J. Sanchez surprised no one by going wire-to-wire with his dash for the cash while Rod Reynolds took advantage of Rick Albee's fall-down to cop his bucks for four laps. The Experts' fastest four lined up with Fay, Green and Sullivan joined by Larry Legarra (Tri). Green and Fay raced side-by-side for most of the first two laps until Green made the smallest of mistakes, slid more sideways than forward for an instant and . . . there went Fay!

More ceremonial stuff, another beer, smear on some more suntan lotion on the 80° hillside and it's time for the main events. Novice comer Sanchez already had made believers of the crowd and proved his point once again with fellow Californian Bruce Johnson (Rotax) the only man who could stay with him. Shawn Hart (Hon) rode a steady 12 laps to finish third.

On the line with the Juniors were the hopes of the Owyhee Club with last year's Junior Champ Rod Reynolds and a 1985 Indoor Champ Ricky Henson (Yam) in the event. But it was Robert Horban (C-A) into the first corner in front with Reynolds and Randy Roose (H-D) pulling into the second and third spots, and settling into the pace for the 15-lap main. And that's how they finished. Albee moved up to challenge but couldn't get there. Marty Zirbel, bent Triumph, bent body and all, didn't make it and was relegated to the back of the pack this year. Bugsy Booth (H-D) sat on the pole but didn't get the start he needed and eventually slid out in the dogleg while trying to catch the Horban/Reynolds/Roose freight train.

Finally, after three and three-quarter days of racing, the 20 laps we'd all come to see: the 31st Annual Boise TT Expert main. On the first row sat Fay, Green, Ben Zakarian (Rotax), Sullivan, Yamamoto and Pearson. Word, Strong and company were on the second row.

Green came out smokin' along with Zakarian and Fay. Unfortunately the light hadn't quite changed and all three went to the back to try again. Getting a clean start on the seocnd try, it was Mike Sullivan's big twin in front with Yamamoto screaming the two-stroke behind him and Word slipping into an early third spot. Two laps into the race, Arney Wick and Zakarian wound-up in a tangle which left Wick pinned beneath his machine and Zakarian holding a wrist. Wick straightened out bike and body enough to get back to the line just inside the restart time limit — Zakarian didn't. When the race was lit off again, it was Word bringing 'em into the first turn with Sullivan, Yamamoto, Green, Fay and Pearson all within striking distance.

Sullivan struck first, nipping Word with sheer power on lap two. Then, on the third lap, Fay happened.

Blowing by Yamamoto's Honda at the end of the straight, Fay carved the classic line that Owyhee old timers refer to as "Sonny Burres' line:" high and hard into the turn and low and tight into the dogleg to roost Word and Sullivan and emerge in the lead. Sullivan went down and out of contention within another lap or two and Green moved past Word into second. Yamamoto lost the battle with a rapidly-approaching Pearson, as did Word who settled back behind the three Honda leaders to race for fourth with Yamamoto.

Green hung some five seconds behind Fay, Pearson was the same distance behind Green, and Word and Yamamoto were at five-second intervals as the race rolled on. Yamamoto moved up to challenge the KTM of Word but just didn't have the power to overtake the Grants Pass, Oregon Expert.

At the finish, it was Burien Honda/J. Enderson/York Motors/Bell/Knight/Hi-Point/McCoys/Bel-Ray-sponsored Fay with a commanding lead and the rest of the pack wondering where Fay went! Last man around was Wick who had more serious problems than he had thought with both bike and body. But it was the colorful Fay wheelieing around the track with the checkered flag when all was said and done. Another long TT weekend at Boise wound-down with Mickey spraying the crowd with champagne, collecting his money and preparing to head for San Jose . . .by way of wherever in Boise the biggest party was going to be that night! ●

Results

ST

MICRO: 1. Brian Anderson (Kaw); 2. Scott McPherson (Hon); 3. Jason Rick (Kaw).

MINI BEG: 1. Richie Reynolds (Kaw); 2. Ryan Anderson (Kaw); 3. Scott McPherson (Hon).

MINI EX: 1. James Cyr (Hon); 2. Jeff Amen (Hon).

125 EX: 1. Robbie Blagg (Yam); 2. Darrell Davis (Suz); 3. Jon Irby (Kaw).

250 BEG: 1. Rex Fisher (Yam); 2. Scott Chappell (Hon); 3. David Ayers (Hon).

250 INT: 1. Al Russell (Yam); 2. Paul James (Suz).

250 EX: 1. Marty Zirbel (Yam); 2. Don Wilson (Hon); 3. Troy Norris (Hon).

OPEN INT: 1. Denny Feizenspan (Hon); 2. Steve Spooner (Hon); 3. Chad Wayment (C-A).

OPEN EX: 1. Jeff Harsha (Yam); 2. Rodney Reynolds (Hon); 3. Randy Green (Hon).

WOMEN: 1. Tricia Lyons (Yam); 2. Denise Alter (Hon); 3. Kate Hoyt.

TT

MICRO: 1. Ryan Anderson (Kaw); 2. Scott McPherson (Hon); 3. Chris Brandon (Kaw).

MINI BEG: 1. J.P. Simonsen (Hon); 2. Joe Belshaw (Hon); 3. Matt Zirbel (Yam).

MINI EX: 1. Jeff Annen (Hon); 2. James Cyr (Hon).

125 EX: 1. Robbie Blagg (Yam); 2. Darell Davis (Suz); 3. Jon Irby (Kaw).

250 BEG: 1. Chris Humphrey (Hon); 2. Bob Still (Yam); 3. Scott Chappell (Hon).

250 INT: 1. Jeff Carson (Hon); 2. Billy Hagmann (Kaw); 3. Al Russell (Yam).

250 EX: 1. Kirk Strong (Hon); 2. Ron Yamamoto (Yam); 3. Sean Hart (Yam).

OPEN BEG: 1. Chris Humphreys (Yam).

OPEN INT: 1. Tim Whitebread (Yam); 2. Chad Wayment (C-A); 3. Gary Bonney (Hon).

OPEN EX: 1. Randy Green (Hon); 2. Ron Yamamoto (Yam); 3. Mickey Fay (Kaw).

MAIN

NOV: 1. P.J. Sanchez (Rot); 2. Bruce Johnson (H-D); 3. Shawn Hart (Hon).

JR: 1. Robert Horban (C-A); 2. Rooney Reynolds (Hon); 3. Randy Roose (H-D).

EX: 1. Mickey Fay (Hon); 2. Randy Green (Hon); 3. Scott Pearson (Hon).

MX

MICRO: 1. Eric Belshaw (Kaw); 2. Greg Yearsley (Kaw); 3. Bobby Sisk (Hon).

MINI BEG: 1. Bryon Vance (Kaw); 2. Joe Bellshaw (Kaw); 3. Christian Nickum (Kaw).

MINI INT: 1. Travis Markell (Yam); 2. James Cyr (Kaw).

125 BEG: 1. Thoams Hiler (Kaw); 2. Steve Aslett (Yam); 3. Tom Powell (Kaw).

125 INT: 1. Ritch Thurston (Kaw); 2. Mike Harris (Kaw); 3. Jon Irby (Kaw).

125 EX: 1. Mike Larson (Kaw); 2. Jim Anderson (Yam); 3. Larry Jackson (Kaw).

250 BEG: 1. Sid Owen (Hon); 2. Bruce Garman (KTM); 3. Todd Renfro (Yam).

250 INT: 1. Sid Morris (Suz); 2. Bob Krah (Kaw); 3. Robert Clifton (Hon).

250 EX: 1. Joe Wright (Hon); 2. Mike Larson (Kaw); 3. Todd Peugh (Suz).

OPEN BEG: 1. Scott Knodell (Hon); 2. Troy Lankford (Kaw); 3. Leroy Smith (Kaw).

OPEN INT: 1. Chris Hutzelman (KRM); 2. C.B. Hendricks (Hon); 3. Tim Balheke (Hon).

OPEN EX: 1. Phil Larson (Kaw); 2. Joe Wright (Kaw); 3. Scott Tyler (Yam).

VET BEG: 1. Rick Davey (Kaw); 2. Joe Wood (Yam); 3. Bob Ingle (Hon).

VET EX: 1. Bob Krah (Kaw); 2. Rick Holmes (Suz); 3. Don Toussaint (KTM).

THE NATIONAL PAPERS

By Roxy Rockwood

The flag waves on the first National half mile race of the season at Ascot Park in Gardena on May 11. It will be the 34th time the track has hosted a National event of this type, making it the longest continuous running dirt track National in America.

The spotlight really shines, perhaps for the first time, on a rider that has never won the event even though he has raced it 10 previous times. The rider is Bubba Shobert, the same Bubba Shobert who has won every other National dirt track race currently sanctioned in California at Ascot (TT), San Jose (mile/short track) and Sacramento (mile).

In four of those previous attempts, Bubba not only did not win the race, he also failed to qualify for the final.

Last September, Shobert finished a strong second behind winner Scott Pearson, who came within a few feet of not even qualifying for the final. In May of 1984, Shobert was in a no-challenge 10th place when his gearbox locked-up after the controversial restart for three laps that found Scotty Parker beating Ricky Graham by a tire tread in the closest half mile ever recorded since they started keeping National points.

But for Bubba the race has a personal note. The record books say he has never won a half mile National — but he has. He won the Hagerstown, Maryland final last year but it was taken away later in the season due to appeal and suspension. It also cost him the Grand National title.

So, if the 23-year-old Camel Pro Series points leader bags the Ascot 20-lap final on May 11, he will indeed *officially* win his first half mile.

Pearson and Parker will both be back as will Jay Springsteen and Randy Goss, who have each won the event four times.

Bubba's goals are actually twofold. A win would also place his name alongside of only one other rider that has ever won the TT and the half mile in the same season. Alex "Jorgy" Jorgensen, the guy that fell off leading Shobert out of the last turn on the last lap of the March TT. Jorgy will also be back, by the way.

Ascot for years was owned by California-bred and trained racers. But in the last 14 times out the locals have only won three times.

No Texas-based rider has ever won the race, but two transplanted Texans, Sammy Tanner and Al Gunter, together won a total of seven times — that was years and years ago.

At this point in time Shobert is the lone Team Honda factory rider. It should therefore be noted that in the 33 previous events no rider on the Honda brand has ever won the final. Graham was close last year — but no cigars for second.

The half miles were long noted as the so-called backbone of dirt track racing, the type of track where all future champions learned the art of turning left, but no longer. There are only five on the schedule this year and Ascot has two of them — the first and the last for 1985. Harley-Davidson fans should note that their brand has won 13 straight times, for the longest win streak by brand still in the books for dirt track Nationals. •

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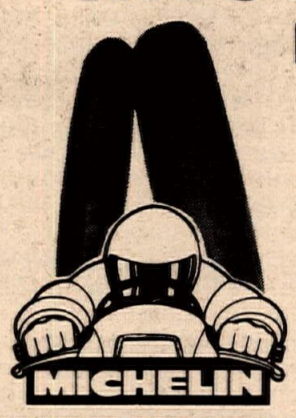

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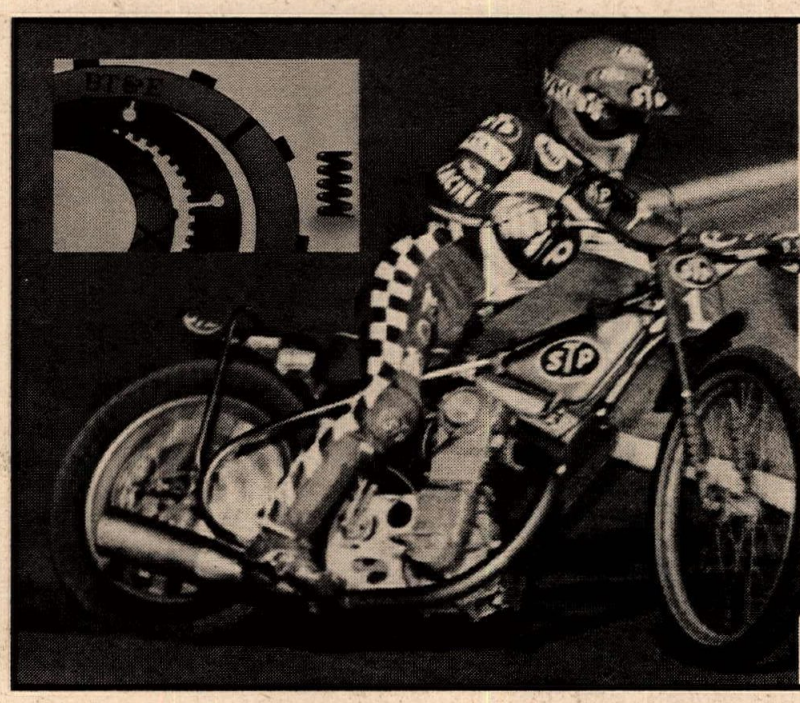

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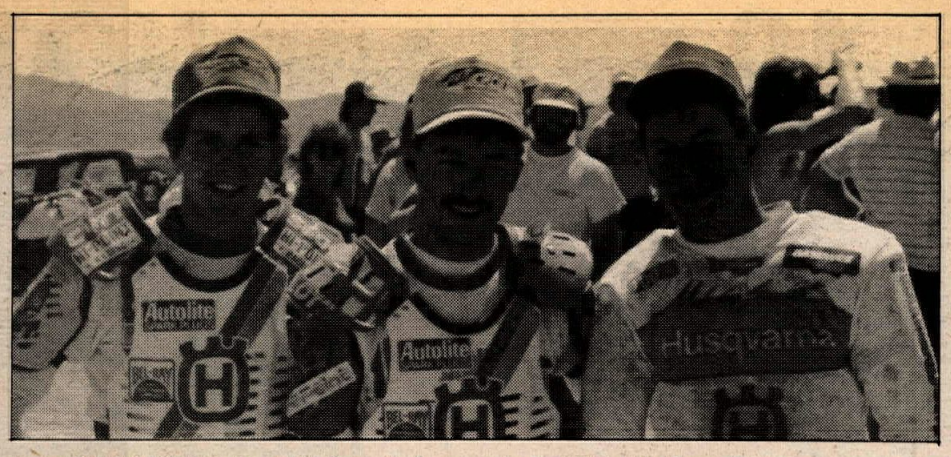
PHOTOS BY TOM VAN BEVEREN

Dan Smith flies his Husky 500XC off a drop on his way to the Vikings M.C. hare and hound overall win.



Dan Smith (left), Dan Ashcraft (center) and Eric Hallgath pose after their 1-2-3 sweep for Husqvarna. Chris Crandall was fourth on an ATK.

AMA D-37 Vikings M.C. Hare and Hound

Team Husky sweeps Vikings Hare & Hound

By Anne Crawford and Tom Van Beveren

LUCERNE VALLEY, CA, APR. 28

Team Husky riders Dan Smith and Dan Ashcraft, and Husky pilot Eric Hallgath finished 1-2-3 at the Vikings Motorcycle Club's Hare and Hound held at Camp Rock Road.

The race was a runaway victory for Smith, who looked impressive from start to finish, stretching out a 10-bikelength lead at the end of the bomb run to a full three-minutes at the end of the 91-mile course.

Smith, who won the Vikings event last year as well, set a blistering pace for the race, finishing the course in a record two hours and 15 minutes.

"The first loop was fun but it was a bit fast for me," said Smith. "The tighter and tougher it is, the better it is for us, but when you have to go straight across the desert like we had to today these bikes are a bit fast. In sixth gear it gets scary."

Dan Ashcraft, who was trailing Eric Hallgath in sixth place at the end of the bomb run, worked his way up into second place at the halfway point, and held out for second overall.

"I was in sixth gear all day," said Ashcraft. "I just can't believe they would run us through things like that. It was wide open all the way.

"You didn't have a chance unless you got the lead right off the start. You can't catch up in that stuff — no way. The first loop was fun in parts, but overall it was the worst course I've ever ridden," Ashcraft said.

Third overall and first in the 250cc class, was Husky pilot Eric Hallgath, who was ear-to-ear smiles after finishing one minute behind Ashcraft. "It was a great course," said Hallgath, "I had a great time. I was running second at the bomb, but then Ashcraft got past me. I was catching up to Ashcraft in all the rocky sections, but it was a fast course and they would just pull away on the fast stuff."

Chris Crandall put on an impressive show, riding his 560 ATK wide-open at every opportunity and using every inch of the course, often travelling more sideways than forwards. Fearless Chris worked his way up from ninth at the bomb to fourth overall, despite the handicap of a very flat front tire for much of the second loop.

The two-loop hare and hound course laid out by the Vikings received very mixed reviews from the riders. Either you loved it, or you hated it. The course contained a little bit of everything, with fast fire roads, sand dunes, rocky downhills and sandwashes.

The deep sand and high-speed sections handicapped the C -class bikes, with top finisher Duane Summers on a Cagiva running almost 15 minutes behind the leaders at the end of the first loop. Summers, who finished 12th overall, said he thought the course was easy — just fast. Summers wanted to thank his sponsors Cagiva North America, O'Neal USA and Sidewinder sprockets.

The first neck-and-neck racing of the day was seen in the 250cc class, with five riders battling it out for second place. Kenny Parry, riding for Granada Yamaha, stole second place from Eddie Ogden Jr., Phil Gorgone (ProCycle and Lubradyne), and Ed Pierce Jr. The four powered over the finish line only inches apart.

First Vet finisher, and 19th overall, was Wes Anderson Jr., with SoCal M.C.'s Jim Robinson in hot pursuit. "The second loop was 49 miles," said Robinson, "and 48 of that was the worst cross-grain crap I've ever seen. I loved it."

The first Senior to take the checkered flag was Bill Saltzman, who worked his way up from 50 places back at the bomb and finished with a collapsed rear shock. "I hit a bush on the way to the bomb and my gas line fell off," said Saltzman. "Then I blew the shock about halfway 'round the second loop. I lost about a dozen places at least over that. I'm surprised I'm this high up.

"I love the KTM," Saltzman said, "and this is the first problem I've ever had with it."

First Novice finisher Kenji Gauthier (Hon) rode the whole second loop with a flat tire. "I thought it was great," he said, "especially the marking. It was marked real well — which is important to Novices like me who don't always see the markings too well. It was just mixed up enough too — there was a lot of high speed, and a lot of rough stuff."

The Novice/Beginner start got off on time, 20 minutes after the Amateur/Experts, and was overalled by Beginner Ron Rapp, who finished an impressive eight minutes before second-place Brian Love, and got bumped up to Novice on the spot for his trouble. Rapp, on a 500cc Honda, is a newcomer to desert racing. "That was my first desert race ever," he said, "and it was better than any motocross race ever. I took up desert racing because all the motocross tracks are closing —and now that I've tried it, I love it. I'll be back again. This is a man's game."

Second-place Brian Love (Hon) crossed the finish line with flat tires front and rear. "This is my first race in about 10 years," he said, "it's great to get back to it."

The first 250cc rider across the line was Billy Ray Dennis, on a Yamaha. "It was real fun except I got off the course about three times," he said. "In a few places it wasn't too easy to follow — and it was awfully dusty."

The Women's class for this race was smaller than usual, perhaps owing to so many of the women riders belonging to the sponsoring club. The Women's Novice class was overalled by Rosa Taylor, who enjoyed the race but found it difficult to find an opening in the dusty conditions. "I came off twice on one hill too — it was really bad," she said.

Joanna Brownell was the first (and only) Women Expert finisher, riding her husband's Husky 500 instead of her usual 250. It was her eighth win of the year and her 30th consecutive victory since February 1984 despite 40 minutes lost to clutch repairs on her Suzuki of Van Nuys and Sport Tracks Tires-sponsored bike.

Race entries totalled 402, slightly down from recent turnouts. Vikings' spokesman Norm Stuart attributed the decreased entries to the high wind forecasts for the weekend. Another reason for the slightly lower turnout may have been the announcement of the formation of the Super Senior class, which is due to begin in June. A number of the regular Senior riders said they were holding out until the new class was formed because points earned before the start-up date would not count in their new classification.

Richard Franklin of Spectro Oil surprised many of the Beginner riders with Spectro Gear Oil for the two-stroke riders or Chain Lube for those on four-strokes. These were not "trial size" samples either, but full size quart bottles of oil or large cans of chain lube. Many of the Amateur/Experts also received a can of chain lube. •

Results

OVERALL: 1. Dan Smith (Hus); 2. Dan Ashcraft (Hus); 3. Eric Hallgath (Hus); 4. Chris Crandall (ATK); 5. Ron Shuler (Yam); 6. #388 (Hon); 7. Kenny Parry (Yam); 8. Eddie Ogden (Yam); 9. Phil Gorgone (KTM); 10. Ed Pierce Jr. (Yam).

OPEN EX: 1. Dan Smith; 2. Dan Ashcraft; 3. Chris Crandall.

OPEN AM: 1. Jamie Haas; 2. Mike McDonald; 3. Doug Clark.

OPEN NOV: 1. #151; 2. Dan Olson; 3. #434.

250 EX: 1. Eric Hallgath; 2. Kenny Parry; 3. Eddie Ogden.

250 AM: 1. Curtis Crandall; 2. #325x; 3. Tom Bradshaw.

250 NOV: 1. Kenji Gauthier; 2. #319x; 3. David Brown.

C EX: 1. Duane Summers; 2. 4x; 3. Scott Anderson.

C AM: 1. Sean Bradley; 2. Robert Baehr; 3. #188c.

SENIOR DIVISION

1st OPEN: Bill Saltzman.

1st 250: Al Guzman.

1st C: David Kersting.

VET OPEN EX: 1. Wes Anderson Jr.; 2. Jim Robinson; 3. Verlin Van Zee.

VET OPEN AM: 1. Peter Medina; 2. Fred Biscoe; 3. Glen Lyles.

VET OPEN NOV: 1. Michael Myers; 2. V257.

VET 250 EX: 1. Craig Harris; 2. Wayne Carlton.

VET 250 AM: 1. Ted Overholt; 2. V157x; 3. Gary Jones.

VET 250 NOV: 1. Eddie McKenzie.

BEG OVERALL: 1. Ron Rapp (Hon); 2. Brian Love (Hon); 3. Billy Ray Dennis (Yam); 4. Henry Ford (KTM); 5. Dana Baltzer (Yam); 6. 436 (Hon); 7. Gordon Gallicle (Hon); 8. 300x (Kaw); 9. 433 (Yam); 10. 406 (Hon).

WOMEN NOV: 1. Rosa Taylor.

WOMEN EX: 1. Joanna Brownell (Hus).

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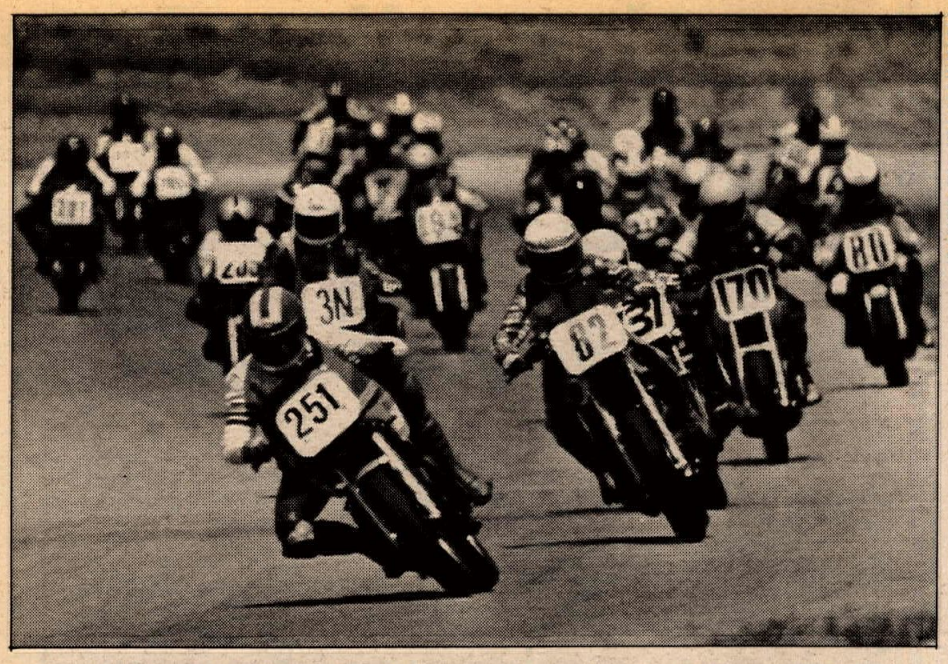


PHOTO BY JOHN ULRICH

Toland leads the Willow Superstreet start, ahead of Mazur (82), Tecza (3N), Van Zuyle (239), Rosa (131), Gale (170), and Hill (80).

Hill wins 600cc Superstreet

By John Ulrich

ROSAMOND, CA, APR. 28

Malcolm Hill came from behind on his RZ350 to win the 15-lap Lockhart 600cc Superstreet race, at the Willow Springs AMA Pro-Am, in the process stopping the win streaks of Doug Toland and Paul Van Zuyle. Toland had been undefeated in 1985 AFM 600cc Superstreet and Stock Production races at Willow on his Jim Labine-tuned La Habra Yamaha FJ600; Van Zuyle has won every AFM RZ350 Series race at Willow in 1985.

But in his best ride this season, Hill fought off Van Zuyle, then caught, passed and left Toland behind. Afterwards, Hill credited tuner Ed Toomey with the victory.

The race looked to be Toland's off the start, as he jumped out front and streaked ahead of the pack, building up a 10-second cushion and turning 1 minute, 35-second lap times. It took Van Zuyle, then Hill a few laps to get through traffic and get a shot at a clear track; the two quickly were turning 1:34s and gaining on Toland.

It was clear that Hill had the most power, and he used it to pass Van Zuyle lap-after-lap going into wide-open turn eight; Van Zuyle made up the time again into turn nine and by getting into turn one harder and carrying more speed around the corner, a tactic that proved even more effective one lap when the pair caught a lapper in the middle of turn one; Hill balked and Van Zuyle pulled ahead.

But Hill's power advantage made up the distance and more, and as the race went on, Hill was getting into turns one and nine harder, too. Hill caught Toland entering turn three, following Toland and then driving underneath at the entrance to turn eight, the same place he'd passed Van Zuyle so often before. Toland took a stab at making up the ground by really going deep into turn one that lap, and turned a 1:34, but then Hill was accelerating away on the lighter, quicker two-stroke.

Toland finished second a few seconds behind, with Van Zuyle third, another two seconds back. About 30 seconds behind Van Zuyle came Nigel Gale on his stock FJ600. ●

Results

600 SUPER ST: 1. Malcolm Hill (Yam); 2. Doug Toland (Yam); 3. Paul Van Zuyle (Yam); 4. Nigel Gale (Yam); 5. Frank Mazur (Hon); 6. Tony Mathews (Yam); 7. Russ Miquel (Kaw); 8. David Morris (Kaw); 9. Henry Tecza (Yam); 10. Scott Johnson (Yam).

Carr doubles at Lodi ST/TT

By Ann Carr

LODI, CA, APR. 21

Camel Pro rookie Expert Chris Carr doubled the Lodi M.C. semi-pro short track and scrambles event today at the Lodi Cycle Bowl. Threatening pre-race weather conditions delayed competition slightly, but 133 dirt trackers and 92 TT entries joined forces for an excellent spectator show on a day which eventually became warm and sunny. Carr, aboard a recently-built Wood-Rotax sponsored by Shoei/Blendzall/Hi-Point, dialed the start of both the short track and TT 500 Expert main and moved away from the field. In his third set of consecutive wins, Carr bested Mark Key on the flat track and Bryan McDowell on the scrambles course.

In the only 250cc Expert class action, Aaron Hill borrowed Jaime Aguilar's Honda and topped Key in the 250cc Expert short track main in a wire-to-wire win. Aguilar placed second behind Charles McCleary in the 250cc Junior TT.

Veteran class action featured the return of former D-36 number one Allen Yarrow, who outdistanced the field in the TT ahead of John Taylor. Paul Warner aced Roy Fisher in a very competitive short track feature.

Results

ST

PEE WEE: 1. Sammy Sabedra (Yam); 2. Allen Yarrow (Yam).

60 NOV: 1. Chad McBride (Hon); 2. Jake Zemke (Kaw).

80 NOV: 1. Ronnie Knight (Suz); 2. Paul Polhemus (Kaw).

80 EX: 1. Matt Wait (Kaw).

VET: 1. Paul Warner (Hon); 2. Roy Fisher (Rot); 3. John Taylor (Mai).

125 NOV: 1. Kris Kiser (Hon).

200 NOV: 1. Dave Keil (Bul); 2. Lee Lancaster (Yam).

250 NOV: 1. Bob Bacosa (Hon); 2. Rick Gerow (Bul); 3. Steve Raymond (C-A).

250 JR: 1. Kelley Fischer (C-A); 2. Charles McCleary (Hon); 3. Dante D'Ambruso (Yam).

250 EX: 1. Aaron Hill (Hon); 2. Mark Key (Yam).

500 NOV: 1. Joe Pinada (Yam); 2. Curtis Acosta (Hon); 3. James Hodgin (Yam).

500 JR: 1. Joe Carrera (Yam); 2. Dante D'Ambrousa (Hon); 3. Woody Rogers (Yam).

500 EX: 1. Chris Carr (WR); 2. Mark Key (Yam); 3. Adam Sabedra (Hon); 4. Dan McDonnell (Hon).

TT

80 EX: 1. Sean Plymde (Suz).

VET: 1. Allen Yarrow (Yam); 2. John Taylor (Rot); 3. James Hodgin (Yam).

125-200 NOV: 1. Dave Keil (Bul); 2. Harold Gepford (Yam).

250 NOV: 1. John Holland (C-A); 2. Zachary Taylor (Hon).

250 JR: 1. Charles McCleary (Hon); 2. Jaime Aguilar (Yam).

500 NOV: 1. Tim Kenny (Mai); 2. Brad Spencer (Yam); 3. Art Mitchell (Yam).

500 JR: 1. Dante D'Ambruso (Hon); 2. Joe Carrera (Yam).

500 EX: 1. Chris Carr (WR); 2. Bryan McDowell (Hon); 3. Allen Yarrow (Yam).

Wynne wins Spillway Pro MX

By Jim Pluhar

SANTA MARIA, CA, APR. 21

Spillway Park returned to racing after a five-month winter layoff. On an overcast but pleasant day, over 70 riders in all turned out to take on the tricky riverbed course for the California Racing Club event.

The day went smoothly until the first 250cc Junior moto when three riders tangled in the second turn. When the eight-lap event was over, Jim Vaughan had grabbed his first of two victories in the class on his Yamaha, and easily took first for the day. Joe Torres (Hon) was second with a seven point total for the two events. Third went to Jay Robb (Yam).

The most excitement occurred in the 250cc Intermediate/Pro race. In the first of two events, Paul Villa dumped his Honda while running second in the Pros; by the time he restarted he had dropped to last. Keith O'Neal got his Honda around the Suzuki of Tony Toste on lap five of the eight-lap skirmish to take second, while Shawn Wynne was pushing his Yamaha to the winner's circle in the Pro portion of the event. In the second round, Brad Toms, riding a Kawasaki in the Intermediate class, got the holeshot on the Pros, but was only able to hold the lead for half-a-lap. He retired in lap six while running second in his class. Wynne got his second win in the 250 Pros, but it took him until the white flag lap to get by O'Neal. O'Neal was second for the day and Toste third.

In the 125cc Junior class, David Noel rode his Kawasaki to victory in the first event for his division, but failed to capitalize on his advantage the second time around. Noel ran into trouble on the last lap and dropped from second to fourth. That placed him third for the day with a total of five. Craig Kathary on a Kawasaki was second, also with a total of five, but with a better second moto finish. Todd York's Suzuki was the winner with a three point tally.

Results

60 BEG: 1. Tommy Harper (Kaw); 2. Garry Ashbrook (Kaw).

80 BEG: 1. Tidus Gutierrez (Yam); 2 Daniel Fisucriedo (Hon); 3. Marshall Wilcox (Hon).

80 JR: 1. Torey Rowland (Kaw); 2. Torey Aylesworth (Kaw); 3. Kurt Hopewell (Kaw).

125 BEG: 1. Mathew Miller (Kaw); 2. Mark Maynard (Hon); 3. Seane Collihan (Hon).

125 JR: 1. Todd York (Suz); 2. Craig Kathary (Kaw); 3. David Noel (Kaw).

250 BEG: 1. James Landberg (Kaw); 2. Steve Cordero (Yam); 3. Richard Rogers (Mai).

250 JR: 1. Jim Vaughan (Yam); 2. Joe Torres (Hon); 3. Jay Robb (Yam).

250 INT: 1. Paul Blomquest (Hon); 2. Randy Tittlemire (Suz); 3. Brad Toms (Kaw).

250 PRO: 1. Shawn Wynne (Yam); 2. Keith O'Neal (Hon); 3. Tony Toste (Suz).

OPEN VET INT: 1. Rick Gill (Yam); 2. Dave Howard (Suz).

OPEN VET EX: 1. Jim O'Neal (Hon).

OPEN JR: 1. Joseph Gonzalez (Mai); 2. Kim Goodchild (Hon); 3. Dale Tittlemier (Yam).

OPEN INT: 1. Russ Cracknell (Mai); 2. Sam Furlin (Hon).

OPEN PRO: 1. Jon Ortner (Yam).

Surratt steals CMC Ascot night MX

By Larry Cravens

GARDENA, CA, APR. 19

Willie Surratt displayed his talents at tonight's CMC Ascot motocross by topping both the 125cc and 250cc Pro classes.

The 250cc Pro class had two qualifiying heat races and one consolation race to get to the final. In the first qualifier Jeff Matiasevich (Kaw) got the holeshot, followed by Ron Turner (Cag) and Surratt (Hon). On the second lap, Surratt roosted by Turner then went after Matiasevich. Surratt was on the gas and right behind Matiasevich when the white flag came out. In the last few turns Surratt stuffed it under Matiasevich to take the win. Turner was third.

In the second qualifier Rob Trone (Hon) took an early lead over Brent Shermak (Hon) and Donny Fish (Hon). Pete Murray (M-S) started out of the top five, but by the second lap had charged his way into second place. Trone gave Murray no chance to catch him, and went on to take the win, followed by Murray and Ed Arnet.

In the 250cc Pro consolation round Rob Engel (Hon) blasted off the starting line followed by Jerry Black (Suz) and Brian Paquette (Hon). Chris Heinrich (Kaw) got a sixth place start, and by the second lap had charged his way into third place behind Black. On the third lap, Heinrich roosted by both Black and Engel to take command of the moto. When the checkered flag came out it was Heinrich with the win, followed by Engel and Black.

In the final John Posca (Yam) got the holeshot, followed by Surratt and Murray. Posca then went down on the first lap, leaving Surratt in first, followed by Murray and Turner. Surratt pulled a quick lead over second place Murray, but the real race was between third place Turner and fourth place Trone. Turner and Trone diced their way past Murray on the second lap, then went off in pursuit of Surratt. But Surratt was untouchable and took the win, with Turner second and Trone third.

In the first 125cc Pro moto, Turner holeshot off the line, followed by Trone and Surratt. Surratt charged past Trone and caught up with Turner. Turner held off Surratt until the last lap when Surratt passed Turner over a set of double jumps. When the checkered flag came out, it was Surratt in first followed by Turner and Trone.

In the second moto, Surratt had the holeshot, followed by Heinrich and Kenny Clifton (Suz). Turner was in fourth trying to dice around Clifton, and Surratt was starting to pull a small lead over Heinrich. On the second lap, Turner passed Clifton to take over third place. By the third lap Turner got by Heinrich to take second behind Surratt. On the last lap Heinrich dropped back to fifth, leaving Clifton and Trone to dice for third, with Trone coming out on top. When the checkered flag came out, it was Surratt first, Turner second and Trone third.

In the first 500cc Pro moto Arnet (Yam) took the lead, followed by Turner and Murray. Arnet dropped out of the race on the first lap, leaving Turner in first followed by Murray and Dave Foltz (Hon). Mike McMillen (Hon) started out of the top five and charged his way through the pack and, by the third lap, he had moved into third place. On the fourth lap, McMillen passed Murray to take over second place. Then, on the same lap, Mike Baker (Yam) passed Murray to move into the top three. Turner gave McMillen no chance to catch him, and when the checkered flag came out it was Turner with the win, followed by McMillen and Baker.

The second moto saw Turner get the holeshot over Murray and McMillen. Murray then passed Turner to take over the lead to the finish. McMillen could not get around Turner, however, and when the checkered flag came out it was Murray, Turner and McMillen.

In the first 500cc Intermediate moto, Don Pastell (Hon) took the lead, followed by Jason Coolbaugh (Cag) and George Collins (Hon). Coolbaugh finally got around Pastell on the fourth lap to take over the lead, but

PHOTO BY LARRY CRAVENS

Ed Arnett didn't have very good luck in the 250cc and Open Pro classes at Ascot. Even though he made the Open main, he dropped out after lap one.

Collins did not fall off the pace and passed Pastell on the next lap. Coolbaugh took the win, followed by Collins and Pastell.

In the second moto Marc Peters (Kaw) led, by Pastella and Coolbaugh. Pastell then quickly passed Peters to take over the lead. As Pastell streched his lead over Peters, Peters was busy holding Coolbaugh back to third. The order stayed the same, with Pastell winning over Peters and Coolbaugh.

Results

60: 1. Richie Sherman; 2. Brad Schultz.
80 BEG DIV 1: 1. Danny Fonteyn; 2. Cory Flint; 3. Tom Grelle.
80 BEG DIV 2: 1. Mike Cox; 2. Derek Meyer; 3. Jason Krikorian.
80 JR: 1. Mike Farzanch; 2. Rusty Somers; 3. Sheryl Fedorow.
80 INT: 1. Craig Miller; 2. Kevin Bussey; 3. Brandon Sperling.
125 BEG DIV 1: 1. Michael Buchanan; 2. Cameron Flint; 3. Steven Abbott.
125 BEG DIV 2: 1. Mike Lucas; 2. Timmy Fonteyn; 3. Michael Clement.
125 BEG DIV 3: 1. Julio Miranda; 2. Darren Fredrickson; 3. Randy Yarak.
125 JR DIV 1: 1. Perrin Perez; 2. Randy Menighan; 3. David Wodaszewski.
125 JR DIV 2: 1. Charlie Brown; 2. Matt Wallace; 3. Jon Berg.
125 INT: 1. Rob Gordon; 2. Brett Manley; 3. Frank Pilato.
125 PRO: 1. Willie Surratt; 2. Ron Turner; 3. Rob Trone.
250 BEG DIV 1: 1. Travis Stake; 2. Matteo Geuntius; 3. Douglas Brooks.
250 BEG DIV 2: 1. Jim Dominici; 2. Brian Thompson; 3. Ed Alvarez.
250 JR: 1. David Jennings; 2. Tom Kirkley; 3. Merle Hammer.
250 INT: 1. Harley Hall; 2. Steve West; 3. Craig Westergaard.
250 PRO: 1. Willie Surratt; 2. Ron Turner; 3. Rob Trone.
500 BEG DIV 1: 1. Ron Baker; 2. Steve McClellard; 3. Mark Sabre.
500 BEG DIV 2: 1. Darryll Sullada; 2. Rod Lee; 3. Jack Evans.
500 JR: 1. Dana Hale; 2. Mark Anderson; 3. John Perry.
500 INT: 1. Don Pastell; 2. Jason Coolbaugh; 3. Marc Peters.
500 PRO: 1. Ron Turner; 2. Mike McMillen; 3. Pete Murray.
VET JR: 1. Rich Hansen; 2. David Launius; 3. James Harrison.
VET INT: 1. Karel Kramer; 2. Franko Surridge; 3. Barry Phillips.
VET MSTR: 1. Bill Hanley; 2. DeWayne Jones; 3. Steve Van Zant.
OT JR: 1. Garry Weaver; 2. William Hopkins.

Henricksen, Matiasevich crank at Corona

By Cathy Barbacovi

CORONA, CA, APR. 14

Kurt Henricksen made a come-from-behind ride in the first 125cc Pro moto, then backed it up with a second place score, to take the overall win at the California Racing Club's (CRC) final race at Corona Raceway. Claiming second was Greg Vowell; third was Jeff Matiasevich, who went on to win the 250cc Pros.

Vowell held the first 125cc Pro moto lead ahead of Mike Kell and Matiasevich. Henrickson was way back in fourth place, but it didn't look possible for him to catch up. Matiasevich was on the move and advanced to second place over a set of jumps, but he dropped his bike on a corner and ended up in last place. Henricksen was then in second place and pressuring Vowell for the lead. As they diced through a corner, Henrickson out-manuevered Greg and took over the top spot. Kell and Chuck Hart followed them across the finish line in third and fourth.

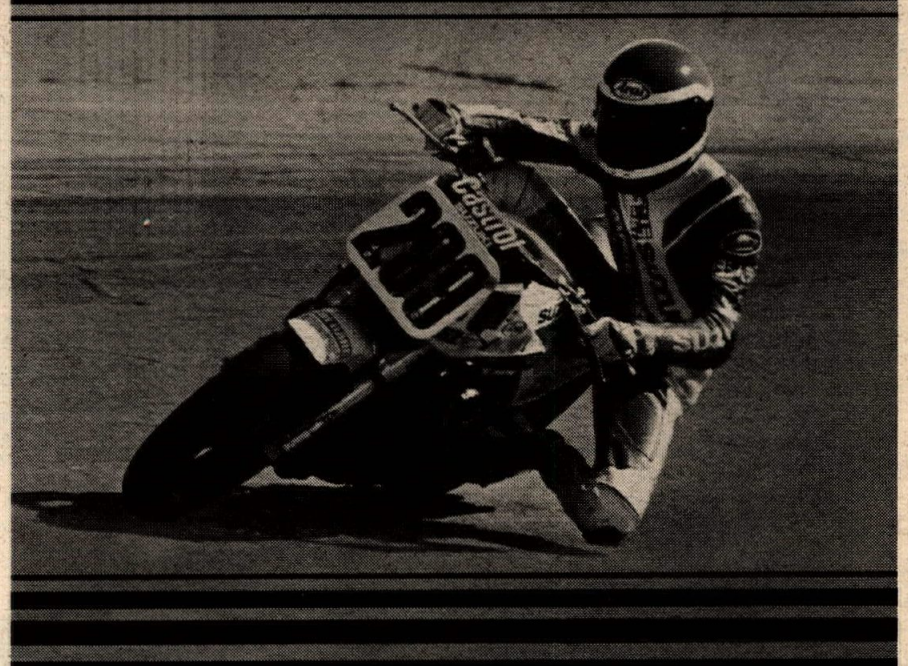
When the pack headed down the starting hill for the second moto, it was Vowell, Matiasevich and Henricksen. Matiasevich made a mistake, allowing Henricksen to work into second place. Henricksen then swooped past Vowell in a sweeper to become the leader. Matiasevich then passed Vowell to latch onto second place and set out after the lead, to settle the matter against Henricksen. Matiasevich pulled off the pass on Henrickson in a turn and took the moto win. But Henrickson held steady in second place, knowing that the overall win was wired with his 1-2 tally. Vowell was second with a 2-3; Matiasevich still took third with a 6-1.

Though Matiasevich had a disappointing 125cc Pro race, he was the victor in the 250cc Pro affair.

In the first moto, Mike Baker assumed the early lead ahead of Kelly, Mark Decker, Juan Posca and Matiasevich. The Kawasaki-mounted rider then passed Posca over a jump to take fourth. Then, over another jump and around a turn, Matiasevich squeezed out Decker for third. Matiasevich exercised a few other tricky moves to become the moto winner. Kell was the runnerup ahead of Baker and Decker.

Ken Zahrt, had the holeshot dialed in the second round. Decker was in second place, ahead of Matiasevich, Kell and Baker. Matiasevich began putting pressure on Decker for several laps; then over a two-level jump, he passed Decker for second. Matiasevich set out after Zahrt but time

Mikuni Congratulates Schwantz/Yoshimura



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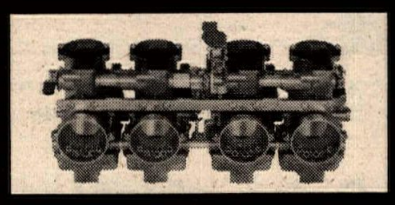

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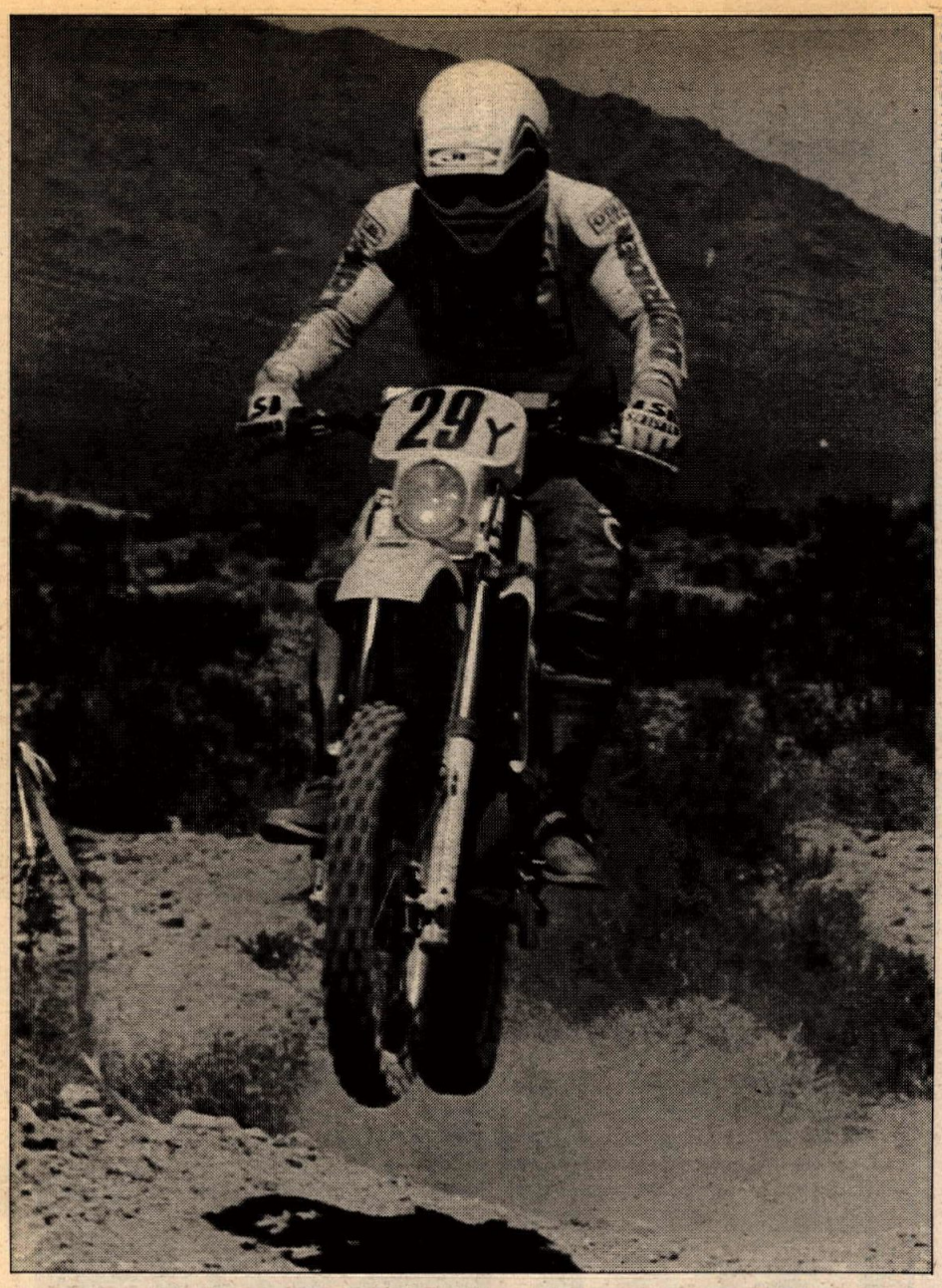

PHOTO BY CATHY HERNDON

Former National motocrosser Bryar Holcomb took first 250cc B honors and fifth overall at the CRC Hobo 100. He was one of several to zero the event.

didn't allow him to reel him in, giving Zahrt the win. Having a 1-2 tally, Matiasevich was the top money winner; Kell and his 2-3, won second. Zahrt's first moto performance shot him down, but he still took third overall with a 6-1.

Results

PEE WEE: 1. Robby Hammond (Yam); 2. Pablo Lara (Yam); 3. Chris Wheeler (Yam).
PEE WEE EX: 1. Jeff Willoh (Yam).
60 0-8: 1. Jeff Willoh (Kaw); 2. Pablo Lara (Kaw); 3. David Ochoa.
60 NOV: 1. Jeran Gamby (Kaw); 2. Jeff Lewis (Kaw).
60 INT: 1. Joey Curtis (Kaw).
80 STK BEG: 1. Levi Noble (Yam); 2. Dane Broesel (Kaw); 3. Derek Natvig (Kaw).
80 MOD BEG: 1. Kenny Sommer (Kaw); 2. Norman Gaumond (Yam); 3. Nick Mairose (Yam).
80 STK NOV: 1. Erick Broesel (Kaw); 2. Guy Deckert (Kaw); 3. Brian Gipson (Yam).
80 MOD NOV: 1. Guy Deckert (Kaw); 2. Brian Gipson (Yam); 3. Kevin Martin (Kaw).
80 STK INT: 1. Bubba Erickson (Kaw); 2. Dennis Urban (Yam).
80 STK EX: 1. Chris Lara (Kaw).
80 MOD INT: 1. Bubba Erickson (Kaw); 2. Dennis Urban (Yam); 3. Jason Collier (Hon).
80 MOD EX: 1. Kyle Lewis (Hon); 2. Chris Lara (Kaw).
125 BEG: 1. Jeb Brock (Suz); 2. Stan Hase (Kaw); 3. Eddy Kellogg (Kaw).
125 NOV: 1. Bryan Petrie (Kaw); 2. Johnny Clark (Suz); 3. Steve Wamboldt (Yam).
125 INT: 1. Robby Gordon (Kaw); 2. Mike Young (Yam); 3. Mike McLain (Kaw).
125 PRO: 1. Kurt Henricksen (Suz); 2. Greg Vowell (Kaw); 3. Jeff Matiasevich (Kaw).
250 BEG: 1. Regie Kenny (Yam); 2. Mike Simons (Suz); 2. Steve Maas (Suz).
250 NOV: 1. Robert Wethern (Yam); 2. Greg Roybal (Kaw); 3. David Bagwell (Hon).
250 INT: 1. Jeff Rutt (Yam); 2. Tom Stout (Hon); 3. Paul Tomorie (Hon).
250 PRO: 1. Jeff Matiasevich (Kaw); 2. Mike Kell (Kaw); 3. Ken Zahrt (Hon).
500 BEG: 1. Tom Madson (Hon); 2. Tim Malcolm (Hon); 3. William Lawton (Suz).
500 NOV: 1. Dan Stilwell (Hon); 2. Deven Santangelo (Yam); 3. Don Abdella (M-S).
500 INT: 1. Patrick McBride (Yam); 2. Alan Coats (Yam); 3. Mark Jones.
500 PRO: 1. Ruben Falcon (Yam).
WOMEN AM: 1. K.O. Halfhill (Kaw); 2. Tina Zahrt (Hon); 3. Laura Warnecke (Yam).
WOMEN EX: 1. Brenda Conner (Hon).
VET JR: 1. Greg Rogers (Hon); 2. Kevin Sexton (Suz); 3. Mick Mistretta (Suz).
VET INT: 1. Robert Cooke (Hon); 2. Bill Dennis (Hon).
VET EX: 1. Marino Bastionell (Suz); 2. Ken Kulluson (Suz); 3. Ken Ehlers (Yam).

Cahors blasts Baylands

By Mike Vancil

FREMONT, CA, APR. 17

Brett Cahors took the checkers ahead of all comers in each of his six motos in the 125cc, 250cc and Open Pro classes to start off the 1985 season in style at Baylands Raceway Park. Out of all the riders entered in the Pro classes, Cahors was the only one entered in all three. Following him home in the 250cc Pros was Howie Ross (Suz); John Wells (Yam) was second to Cahors in the Open Pro class.

Cahors borrowed a well-used Kawasaki KX125 for the 125cc Pro rounds, and in each instance he had to work hard to get around hard-charging Sean Conley (Kaw). Conley was on the gas all around the track, but at the halfway point in the moto Cahors was able to use his better choice of lines to take the lead.

In the two other classes, Cahors was on his more-familiar, better-prepped Hondas, and nobody else could touch him.

The only threat to Cahors was in the second 250cc Pro moto, when Sam Nava (Hon) berserked off the starting line first. Nava then began building up his lead, but he then bailed at the halfway point, giving the lead and win to Cahors.

Results

60 PEE WEE: 1. Brian Gouveria (Kaw).
80 BEG: 1. Kennie McGrath (Hon); 2. Mike McCloud (Hon); 3. Scott Williams (Hon).
80 JR: 1. Matt Seeves (Yam); 2. Shawn Robertson (Kaw); 3. Matt Furman (Kaw).
80 EX: 1. Todd Hicks (Kaw).
125 BEG: 1. Mitch Cook (Yam); 2. Jim Jacobs (Yam); 3. Ricky Peixoto (Kaw).
125 JR: 1. David Rogers (Hon); 2. Jessie Britain (Kaw); 3. Ricky White (Kaw).
125 PRO: 1. Brett Cahors (Kaw).
250 BEG: 1. Merlyn Frank (Hon); 2. Sean Hummell (Kaw); 3. Daniel Guerrero (Yam).
250 JR: 1. Jim Delucchi (Hon); 2. Ron Schreier (Hon); 3. Graham Miller (Yam).
250 INT: 1. Alan Carlson (Yam); 2. Steve Machado (Yam).
250 PRO: 1. Brett Cahors (Hon); 2. Howie Ross (Suz).
OPEN BEG: 1. Ken Carlson (Kaw); 2. Steve Silvestri (Hon); 3. Mark Saric (Hon).
OPEN JR: 1. Skip Brossard (Yam); 2. Bill Bloomfield (Hon); 3. Craig McLean (Hon).
OPEN INT: 1. Jim Owens (Yam).
OPEN PRO: 1. Brett Cahors (Hon); 2. John Wells (Yam).
VET SPTMN: 1. Jerry Silsdorf (Yam).
VET MSTR: 1. Mike Lane (Hon).
OT: 1. Ron Mazzagerri (Yam).

Cook, Simmone, Holcomb zero CRC Hobo 100

By Bill Herndon

LUCERNE, CA, APR. 14

On a course that the California Racing Club (CRC) believed was virtually unzeroable, Mark Cook took his Yamaha YZ250 to smoke just about everybody in the Hobo 100 enduro. Cook not only zeroed the AMA D-38/CRC combined points run, he also dropped just six seconds. Donnie Simmone, first 200cc AA and third overall, thought he had the overall win, "but Mark's six was just too hot; I couldn't have beaten it."

Heath Hibbard (Yam) vaulted himself up to second overall, first Open AA Vet; tying with Simmone for third was Rick Daniel (Hus), first Open AA. The Daniel/Simmone tie was the first of several in the Hobo, which also saw four more riders score zeroes.

Most amazing was the performance of B class rider and former National motocross racer Bryar Holcomb. He rode his Husky to first 250cc B, fifth overall, and a zero on the course! Holcomb's ride earned him an immediate transfer to the A class.

Honda XR250-mounted Lowell "Spoof" Spiva finished behind Holcomb in sixth overall, but he once again experienced a one-second disappointment. "They mis-marked my card in the third loop special test," explained Spiva. The error cost him a chance at getting a zero.

The surprisingly high number of score ties included Mike Smith (200cc B) and James Bortree (Open AA), 1.108, at 11th overall; and Paul Eddy (200cc A Vet) and Bill Postel (250cc AA Four-stroke), 2.108, at 16th overall. Most remarkable of all was a double three-way tie for 18th: Jerry Smith, Mark Anderson, and Tracy Lewis. All tied for 2.112 dropped, and all Open A class!

A tougher-than-usual loop one started off south into Lucerne Valley at 21 mph, changing eastward to Flower Canyon six miles out. Fourteen miles out, past the Bessemer Mine Pit area, riders had to really jump on the gas. Suddenly, in a 24 mph section, you were there: The first loop special test, through lots of tight rocks and elevation changes, had a 17.8 mile check-in, followed by a 21.8 mile check-out at Johnson Valley Ridge. The extraordinary early April heat was already affecting many riders; most were happy to see the four mile reset and an easy pace around the north side of Windy Canyon, back to the pits, and a too-short 19-minute break. Overall loop one winner was Mike Chamberlain, at 1.49, on his Yamaha YZ80.

With the heat increasing, loop two headed across Anderson Dry Lake, and soon challenged riders to a gnarly canyon. At 6.3 miles was the first special test, which ended at 9.5 miles. But there were some surprises left. After dropping into Johnson Valley and over Boulder Ridge for four miles, the second special test broke at 18.8 miles! Further, it included both 24 and 30 mph speeds. The excitement was over at the 22.6-mile check-out.

Many riders were heat-sinking by now, and grateful for the finish run through Red Hill Canyon, and back to camp at 21 mph, for a too-short 17-minute break. Larry Mason took his KTM 250 to a 1.54, and the overall loop two win to take the C class. There was another tie, this time in eighth place between Dana Bell (first Woman A) and Bryce Hassenstuck (third 250cc C), at 3.98.

The brutally hot loop three utilized the first seven miles of loop one. It then veered right to Sandhill I then over to Holcomb Mine, then west across the south tip of Flower Canyon. The next 11 miles passed Tombstone Quarry. At 14.5 miles, times got tight, speed dropped to 24 mph, and the day's biggest challenge awaited at Cougar Butte.

A long six miles later brought the check out to the big special test of the day, and exhausted riders were glad for the four-mile reset and speed reduction. Even the 21 mph speed saw riders too used-up to maintain the pace to the finish. It was in this section that a blind 10-foot rock cliff dropoff found Doc Stirling and Spiva at its bottom. Miraculously, neither were injured. This area had been heavily staked with danger signs, which an early rider alledgedly knocked down when he crashed. It was again heavily staked; they again disappeared.

O'Neal USA's Jim O'Neal came out for his first enduro, taking second 250cc B on his new Honda CR250. "The third loop was a real challenge," said O'Neal. "I'll be back." Entrant Chris Reyes stated: "The second loop was great, too. Just when you thought the special test was over, the *real* one started."

Results

1. Mark Cook (Yam); 2. Heath Hibbard (Yam); 3. (TIE) Rick Daniel (Hus) Donnie Simmone (Kaw); 5. Bryar Holcomb (Hus); 6. Lowell Spiva (Hon); 7. Scott Bristol (Kaw); 8. Pete Postel (Hon); 9. Brad McKay (KTM); 10. Greg Winkel (Hon); 11. (TIE) Mike Smith (Yam)/James Bortree (Hus); 13. Randy Daughterty (Hus); 14. Al Horvath (Yam); 15. Jim Bollingmo Jr. (Yam): 16. (TIE) Paul Eddy (Yam)/Bill Postel (Hon); 18. (TIE) Jerry Smith (Hus)/Mark Anderson (Yam)/Tracy Lewis (Hon).

McCoy pounds Prairie Hills

By Larry Johnson

HUDSON, CO, APR. 14

Brant McCoy needed two points to advance to the Pro class and got them both today in the inaugural race at Prairie Hills. Last year's 80cc Expert State Champ took his Vickery Yamaha YZ to easy victory in the 125cc Amateur class, then borrowed a Honda CR500 and did the same in the Open Amateurs.

Earlier in the day, the Mini class attacked the deep sand track, which provided a very different challenge for Colorado riders, who are accustomed to dry, slick hardpack. Steve Keck took the first 80cc Amateur moto lead halfway through lap one and stretched it to 30 seconds by the checkers. Jason Clark claimed second on lap two and held it to the flag, ahead of Mitch Eckhardt.

Clark took the early lead in moto two ahead of Keck, who lost the spot to Eckhardt before lap one was complete. Then Keck bailed, leaving Clark and Eckhardt to battle for the lead. Eckhardt passed Clark two circuits later, while Keck was crashing again. Eckhardt began to pull away as Clark crashed twice, allowing Keck to close the gap. As Eckhardt cruised to vic-

tory, Keck made a last lap pass for second, which earned him the overall ahead of Eckhardt and Clark.

By the time the 250cc Amateurs took to the track in the afternoon, it was one solid mile of whoops. David Burke grabbed the early lead in round one ahead of Kurt Eichacker, while Kraemer was moving through the pack quickly. Within two laps, Kraemer was dogging Burke for the lead. A couple circuits later, he made his move and was pulling away by the finish.

Eichacker holeshot moto two ahead of Emlyn Williams, with Kraemer again charging from midpack. His efforts were short-circuited by mechanical problems after reaching fifth on lap two. By lap four, Williams had the lead, and two laps later Lee Apodaca was a distant second with Burke fourth. Williams coasted to victory ahead of Apodaca and Burke, who nearly overtook Apodaca at the flag. It was not necessary, sinced he already had the overall wrapped up ahead of Williams and Apodaca.

Results

60 NOV: 1. Jason Wright (Kaw); 2. Geoff Sluyter (Kaw).
80 NOV: 1. Chris McCrea (Yam); 2. Robbie McCoy (Yam); 3. Tom Greenlee (Hon).
80 AM: 1. Steve Keck (Kaw); 2. Mitch Eckhardt (Hon); 3. Jason Clark (Kaw).
125 NOV: 1. Mike Minarik (Yam); 2. Marc Metzger (Hon); 3. Steve Stein (Hon).
125 AM: 1. Brant McCoy (Yam); 2. Mike Surratt (Suz); 3. John Scott (Kaw).
125 PRO: 1. Kevin McKnight (Yam); 2. John Smith (Kaw); 3. Boden Soderbeck (Hon).
250 NOV: 1. Les Torgerson (Yam); 2. Ed Roy (Hon); 3. Ron Vetter (Hon).
250 AM: 1. David Burke (Hon); 2. Emlyn Williams (KTM); 3. Lee Apodaca (Suz).
250 PRO: 1. Boo Stichter (Kaw); 2. Chris Sundstrom (Hon); 3. Randy Warren (Yam).
OPEN NOV: 1. Phil Antonuk (Yam); 2. Marvin Romkee (Yam); 3. Tracy Shaus (Hon).
OPEN AM: 1. Brant McCoy (Hon); 2. Bruce Field (Hon); 3. Kevin Virden (Yam).
OPEN PRO: 1. Dave Newell (Kaw); 2. Brad Bolton (Yam).
VET NOV: 1. Jim Anderson (Kaw); 2. Gene Lucas (Hon).
VET AM: 1. Michael Kern (KTM); 2. Mike Strasheim (Hon).
VET EX: 1. Dave Wollaston (Suz); 2. Richard Dostal (Hon).
SR NOV: 1. Ted Hardy (Kaw); 2. John McDonald (Hon); 3. Robin Lewis (Kaw).
SR AM: 1. Jim Long (Cag); 2. Bobby Hancock (Kaw).
SR EX: 1. Dave Wollaston (Suz).

Oswell tops CMC Hungry Valley MX

By Ken Stein

GORMAN, CA, APR. 14

Tracy Oswell punished the tough 250cc Pro class aboard his Honda at Continental Motosports Club's new Hungry Valley track, leading every lap of both motos.

Oswell jumped in front of Russ Wageman (Suz) and Ed Arnet (Yam) in the first corner. Willie Surratt, who stuck his front tire into the starting gate at the start, left turn one in mid-pack. Wageman held Arnet in check for nine of the 12 laps until Arnet fell, earning a DNF for the day. Surratt, meanwhile, had picked off six riders to move into fourth. When Arnet fell Surratt inherited third, where he stayed all the way to the checkered flag.

Oswell took charge right out of the gate starting the second moto. Surratt was in second place, and it looked like he might catch him. But Surratt trailed Oswell all the way home. This time it was Wageman's turn to start badly, and he found himself fighting the rush-hour traffic at mid-pack. Suzuki rider Andy Ellis diced with Billy Frank (Kaw) for third for half the race before dropping back. Wageman struggled up through the pack to catch Frank for third before he bailed and handed third back to Frank with only two laps left.

Yamaha-mounted Eddie Hicks led the entire 125cc Pro first moto, followed all the way to the checkers by

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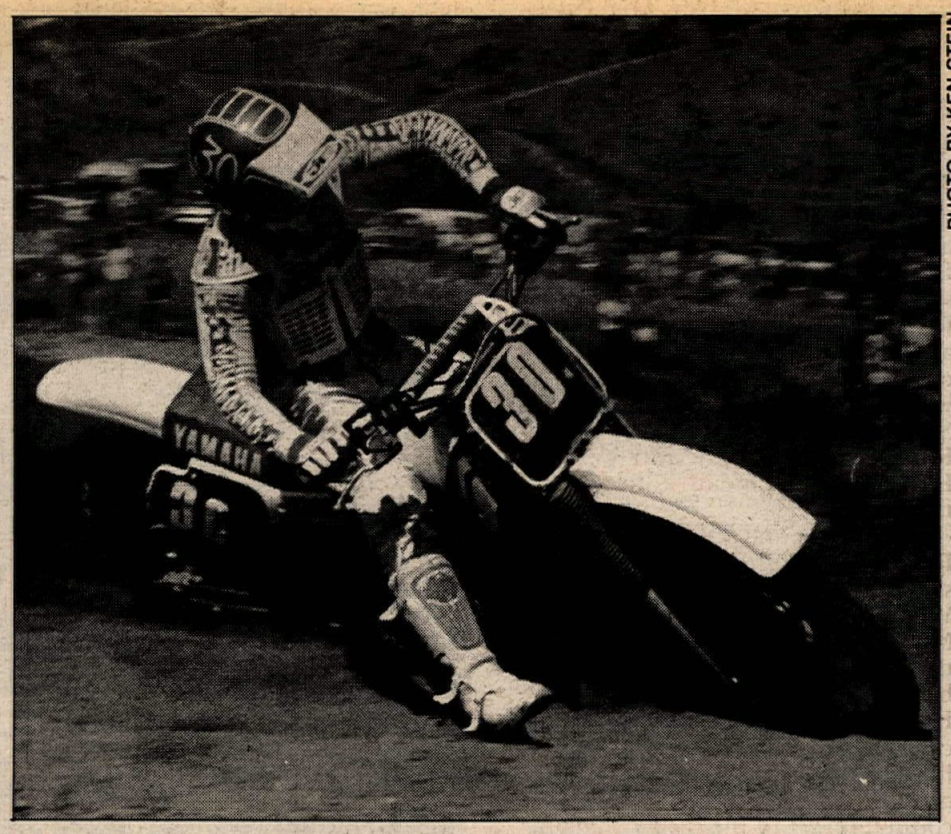

PHOTO BY KEN STEIN

Eddie Hicks won the 125cc Pros at CMC's Hungry Valley MX. Willie Surratt and Billy Frank finished second and third overall, respectively.

Surratt and Frank. Wageman, who DNF again early in the first moto, holeshot the second and led Hicks and Surratt the entire race. Frank took fourth place from Kawasaki rider Don Goettling on the fourth lap for third overall behind winner Hicks, and Surratt.

Mike Dunlap (Kaw) led the entire 250cc Intermediate first moto. Suzuki-mounted Murray Shackelford moved into second, and gave chase until falling while attempting to take the lead on lap six. Kawasaki rider Jim Perry moved to second, and Darrin Hoeft earned third. Shackelford salvaged fourth by the time the race ended.

Perry holeshot moto two with Brad Thoms (Kaw) in tow. Ken Erb (Suz) held third, and moved to second when Thoms crashed on lap five. Hooker, who finished fifth in the first moto, held third. Shackleford, who fell at the first turn, had worked up to fourth with three laps left. Hooker and Shackelford battled for second overall right down to the flag. The scorers called it — Hooker by less than a foot, in the closest race of the day.

Results

60 0-8: 1. Lanny Turner (Kaw); 2. Phil Richamond (Kaw); 3. Joe Hicks (Kaw).
60 9-11: 1. Damon Huffman (Kaw); 2. Ryan Spurgin (Kaw).
MINI BEG: 1. Jason Fine (Kaw); 2. Ryan Spurgin (Kaw); 3. Marshall Wilcox (Hon).
MINI JR: 1. Mark Easley (Hon); 2. Mike McClain (Kaw); 3. Mike Farzeneh (Hon).
MINI INT: 1. Terry Swanson (Yam); 2. Eric Hilton (Yam); 3. Doug Huston (Yam).
MINI EX: 1. Paul Ulach (Kaw); 2. Shane Trittler (Yam); 3. Steven Kotajarup (Kaw).
125 BEG: 1. Mike Finch (Kaw); 2. Jim Wellcome (Suz); 3. Doug Miller (Hon).
500 BEG: 1. Bill Fleming (Suz); 2. Michael Merihew (Kaw).
125 JR: 1. Jon James (Kaw); 2. Bobby Williams (Kaw); 3. David Noel (Kaw).
125 INT: 1. Tom Holt (Kaw): 2. Sean Blanchard (Kaw); 3. Jim Spotts (Kaw).
250 INT: 1. Jim Perry (Kaw); 2. Mike Hooker (Hus); 3. Murray Shackelford (Suz).
500 INT: 1. Gregg Blechman (Hon); 2. Loren Pochirowski (Hon); 3. Robert Tippit (Kaw).
125 PRO: 1. Eddie Hicks (Yam); 2. Willie Surratt (Hon); 3. Billy Frank (Kaw).
250 PRO: 1. Tracy Oswell (Hon); 2. Willie Surratt (Hon); 3. Rob Engel (Yam).
500 PRO: 1. Ed Arnet (Hon); 2. Dan Berg (Hon); 3. Jon Ortner (Yam).

Stork flies at BRA MX opener

By Brian George

STURGIS, SD, APR. 14

Sturgis Raceway once again hosted the opening of another racing season in South Dakota, kicking off with the 1985 Borderline Racing Association Motocross Championships. Dave Molder (Yam) walked off with the Open Pro class virtually uncontested, and picked up a pair of seconds for second overall in the 250cc Pros. The big winner of the afternoon was Rice Cycle/Budweiser-backed Billy Stork, who captured overall wins in both the 250cc and 125cc Pro class.

Mike Friend grabbed the holeshot in the first 125cc Pro moto aboard his YZ, while LeeVern, Berry, Stork, Joren Boyce and Wade Morlock trailed. Morlock bailed in a set of whoops on the opening lap, taking Stace Waugh out with him, leaving Virgil Randall and Clint Overman fighting for the fifth place spot. Out front, Friend set a blistering pace, as Stork worked around Berry in three laps, then set out after the leader. With Waugh requiring a trip to the hospital, the race was shortened to only five laps, and time ran out on Stork's charge to the front. Friend motored in with the win, while Stork, Berry, Joyce and Randall rounded out the top five.

Round two was fierce as Friend once again grabbed the lead early, but now Stork was right on his rear fender. Friend fought to hold Stork off for the first lap-and-a-half, then blew a right-hander, allowing Stork to slide underneath into the lead. Friend fought to keep up with Stork, who immediately pulled out a five-bikelength lead right away, but on the next lap Stork made the same mistake Friend did and lost his cushion. Friend then set Stork up for a pass and moved into the lead before they came by to complete the lap. Stork was again in pursuit, but Friend once again stuffed his Yamaha too hard into the same soft right-hander, blasting through it, and Stork went by for the lead. This time the pass stuck, and Stork went in for the moto and overall win. Berry also overtook Friend before the checkers flew, but Friend was runner-up in the overalls ahead of Berry. Boyce again was fourth, with Arlon Galster fifth and Randall sixth.

Stork was masterful in the 250cc Pros, grabbing the holeshot in the first moto. Stork outrode a hard-charging Molder for the moto win, with Molder having to setting in for the runner-up spot. Curt Hyde and Morlock battled for the third posi-

tion, which went to Hyde. Tom Peters came from a terrible start to finish fifth.

In moto two, Stork again took the lead from the first corner and roosted away with the race. Hyde held a strong second for the first half of the moto as Molder worked through traffic and passed Randall, Kim Bendigo and Kevin Forrester, then set after Hyde. Hyde managed to hold on to second for one more lap; but in trying to hold off Molder, the two tangled, and Hyde went head-first into a corner. Molder went on to finish second, well behind moto and overall winner Stork. Hyde finished fourth behind Randall, but third overall went to Hyde ahead of Randall. Forrester finished fifth.

Opening round action in the Open Pros found Bendigo taking the holeshot, as Molder, Lynn Hyde, Rich Wooley and Tom Peters followed. Molder slipped into the lead halfway through the first lap and never looked back. Bendigo fought to hold off Hyde for second, but the fuel line came off his carburetor and sidelined him for the moto. Hyde took up the chase after Molder in second, but could not reel in the flashy Yamaha pilot. Later in the moto Hyde had to contend with Peters and Perry Bicek, both breathing right down his neck. When the checkered flag came out, Molder was the moto winner, while Hyde nipped Peters and Bicek for second, with Al Hermansen in fifth.

Moto two again saw Molder come out in second, but that was not for long as he went into the lead ahead of Hyde and Peters immediately. The battle this time was for second between Peters and Hyde. Peters slipped into second quickly, and Hyde spent the entire moto on his tail, but unable to get by. Bicek, in the meantime had gotten off dead last and was trying to charge through the pack. But he was unable to get by Wooley, who held strong in fourth. At the wire Molder strolled in with the moto and overall, as Peters fought off Hyde for second. Hyde took third and Wooley led Bicek across for fourth.

Results

MINI A: 1. Roby Ott (Kaw); 2. Dave Ritter (Yam); 3. Brett Ericsson (Yam).
MINI B: 1. Mike Ladner (Yam); 2. Terry Vogel (Hon); 3. Sean Weiseler (Kaw).
MINI C: 1. Barry Dyck (Hon); 2. Chad Roberts (Kaw); 3. Craig Goodell (Kaw).
125 C: 1. Todd Christoffer (Hon); 2. Eddie Mealey (Hon); 3. Ernie Canole (Yam).
250 B: 1. Lee Swindler (Yam); 2. Wayne Morlock (Hon); 3. Bruce LeBlanc (Cag).
125 B: 1. Wayne Morlock (Hon); 2. Jay Will (Yam); 3. Cody Bendigo (Hon).
125 PRO: 1. Billy Stork (Hon); 2. Mike Friend (Yam); 3. LeeVern Berry (Kaw).
500 PRO: 1. Dave Molder (Yam); 2. Tom Peters (Yam); 3. Lynn Hyde (Hon).
250 PRO: 1. Billy Stork (Hon); 2. Dave Molder (Yam); 3. Curt Hyde (Yam).
VET: 1. Bob Hammontree (Hon); 2. Don Vogel (Hon); 3. Robert Ott (Kaw).
OLD IRON: 1. John Weber (Yam); 2. Keith Berry (Yam).
ENDURO: 1. Mike Cooper (Yam); 2. Mark Bendigo (Hon).

Lewis, Klatt split cash at Corona FT

By Elaine Jones

CORONA, CA, APR. 13

Jay Lewis gave a lesson in smart racing to Ross Klatt, Jeff Page and Jay Foreman in the Open Money class TT at Corona Raceway tonight.

Off the line, it was Honda-mounted Klatt who got the edge on the field, followed by Lewis and Foreman. On the third lap New Zealand rider Foreman was sidelined with mechanical problems, clearing the way for Lewis. Lewis kept getting closer to the leader, almost like he was playing with Klatt. On the sixth lap Lewis took his shot and when Klatt didn't close the door, Lewis had the lead. With three laps left, Lewis didn't let anybody get even a slightest edge on him.

It was a rematch between the two riders on the Half Mile; again it was Klatt off on top with Lewis in second and Simpson-sponsored, Yamaha-mounted Dan Kane and Yamaha-mounted Rick Reed in a tight battle for the third. One lap later Kane established himself in third and was right on the rear wheel of Lewis, who he passed one lap later. But Lewis played his cat-and-mouse game again. This time he waited for the white flag and slipped on by to come up with the place spot behind Klatt. Lyle Dove, on his Dove Design Florist/T.R. Industries/Cross Country Cycle-sponsored Yamaha, made his debut in the Pro class and came from fifth to finish a very close fourth behind Kane.

Tommy Lynch, on his Lynch Electric Yamaha out of Bakersfield, continued to dominate the 250cc Pro classes. But this time out he had to work hard on the Half Mile with a strong challenge from Calvin Rayborn III. Although Lynch did go wire-to-wire, it was very close with Rayborn running almost even with him all the way. Rodney Ginn from Spokane, Washington, sponsored by Delaney Air Service/Dean Ginn Cycle/Jim Plunkett, rounded out the field with a third.

Dove, in his first time out in the Expert ranks, had his moment in the sun on the Half Mile when he broke on top, followed by C.T. World Class-sponsored Jay Foreman and Dan Kane. Dove was able to hold the field at bay for three laps before Kane, who had moved by Foreman, took over the lead. Foreman was the next one to gt by but it took him two laps to get by Dove. After that, Dove gave no ground to anyone and claimed third spot at the checkered.

Jay Foreman, riding his last race at Corona before returning to New Zealand, went out with a bang as he led the Open Expert TT from start to finish. Cal-Fab-sponsored Jeff Johnson and James Steet, sponsored by IM Gstagg, locked into the second and third spots early on and finished in that order.

KRW/Bob Bradford-sponsored Matt Stoutenburg had always been in the hunt, but just out of reach of the big one until tonight as he went wire-to-wire in both the TT and Half Mile Open Amateur mains to come away with a double win. Richard Schroeder and Bruce Beatty were in the second and third spots in the TT, while Brian Barrick and Schroeder followed Stoutenburg home in the Half Mile. ●

Results

TT
PEE WEE: 1. Joey Winston (Kaw); 2. Jason Lentz (IJ); 3. Chris Wheeler (Yam).
MINI: 1. David King (Yam); 2. Chris Hoff (Suz).
250 NOV: 1. Donald Andre (Yam); 2. Ralph Porzelt (Hon); 3. Tony Tetors (Hon).
250 AM/EX: 1. Tommy Lynch (Yam); 2. Calvin Rayborn III (Yam); 3. Alan Beatty (Suz).
NSOTHG: 1. James Reed (Yam).
OPEN NOV: 1. Ron Cochard (Yam); 2. Charles Marcucci (Yam); 3. Walt Bell (Yam).
OPEN AM: 1. Matt Stoutenburg (Yam); 2. Richard Schroeder (Yam); 3. Bruce Beatty (Yam).
OPEN EX: 1. Jay Foreman (Hon); 2. Jeff Johnson (Yam); 3. James Steet (Yam).
250 MONEY: 1. Tommy Lynch (Yam).
OPEN MONEY: 1. Jay Lewis (Suz); 2. Ross Klatt (Hon); 3. Jeff Page (Yam).
HALF MILE
PEE WEE 50: 1. Charlie Hinkle (Yam); 2. Jason Lentz (IJ).
PEE WEE 60: 1. Joey Winston (Kaw); 2. Brad Hinkle (Yam); 3. Chris Wheeler (Yam).
MINI: 1. Chris Hoff (Suz); 2. David King (Yam); 3. Bill Moat (Yam).
250 NOV: 1. Donald Andre (Yam); 2. Gregg Riess (Kaw); 3. Tony Tetors (Hon).
250 AM/EX: 1. Tommy Lynch (Yam); 2. Alan Beatty (Suz).
NSOTHG: 1. Richard Schroeder (Yam); 2. Pat McCann (Yam); 3. George Hinkle (Yam).
OPEN NOV: 1. Walt Bell (Yam); 2. Ricky Stecyk (Yam); 3. Charles Marcucci (Yam).
OPEN AM: 1. Matt Stoutenburg (Yam); 2. Brian Barrick (Yam); 3. Richard Schroeder (Yam).
OPEN EX: 1. Daniel Kane (Yam); 2. Jay Foreman (Hon); 3. Lyle Dove (Yam).
250 MONEY: 1. Tommy Lynch (Yam); 2. Calvin Rayborn III (Yam); 3. Rodney Ginn (Yam).
OPEN MONEY: 1. Ross Klatt (Hon); 2. Jay Lewis (Suz); 3. Dan Kane (Yam).

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INTER-SHOWS

SRA Schedule

May 26 — PERRIS RACEWAY
June 16 — RIVERSIDE INTL. RACEWAY
(714) 828-1358

SMX Schedule

Sat.	May 11	Perris
Sat.	May 18	Perris
Sun.	May 19	DeAnza
Sat.	May 25	Perris

INFO (714) 831-3482

calendar

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibilty of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

1985 AMA Camel Pro Series Schedule

5/11	Gardena, CA
5/18-19	Sonoma, CA
5/26	Springfield, IL
6/1	Louisville, KY
6/7-9	Elkhart Lake, WI
6/9	TBA
6/15-16	Loudon, NH
6/21	Hinsdale, IL
6/22-23	Pocono, PA
6/29	Lima, OH
7/13-14	Monterey, CA
7/27	Du Quoin, IL
8/3-4	Lexington, OH
8/11	Peoria, IL
8/24-25	Indianapolis, IN
8/31-9/1	Brainerd, MN
9/1	Springfield, IL
9/8	Syracuse, NY
9/15	San Jose, CA
9/21	Gardena, CA
9/29	Sacramento, CA

1985 AMA National MX Schedule

5/19	Las Vegas, CA
5/26	Mt. Morris, PA
6/2	Atlanta, GA
6/16	Denver, CO
7/7	Buchanan, MI
7/28	Binghampton, NY
8/11	Millville, MN
8/18	Washougal, WA

1985 AMA Superbike/ Pro-Am RR C'ship Series

5/18	Sears Point, CA
6/8	Elkhart Lake, WI
6/15	Loudon, NH
6/22	Pocono, PA
7/13	Monterey, CA
8/3	Lexington, OH
*8/17-18	Portland, OR
*8/25-26	Sonoma, CA
8/31	Brainerd, MN
*10/19-20	Daytona Beach, FL

*Pro Am Event

1985 AMA Supercross Schedule

5/11	Los Angeles, CA
8/17	Pasadena, CA

1985 AMA National Enduro Championship Schedule

5/12	Roselawn, IN
5/26	Tilamook, OR
6/2	Klamath, CA
8/11	Speedsville, NY
8/18	Moorestown, MI
9/15	Lynnville, IN
10/20	McArthur, OH
10/27	Bear, DE

1985 AMA National Hare Scrambles Series Schedule

5/19	Bruceton Mills, WV
6/16	Hailey, ID
6/30	St. Johns, PA
9/1	Millville, MN
10/13	Sugar Grove, OH

AMA/NATC National Observed Trials C'ship Series

5/25	Wichester, TN
5/27	Pigeon Forge, TN
6/1	East Greenwich, RI
6/2*	East Greenwich, RI
8/24-25	Donner Pass, CA
8/31	Butte/Bozeman, MT
9/2	Salt Lake City, UT

*FIM World Championship Round

AMA/Dragbike! National C'ship Series

5/18-19	Palmdale, CA
5/25-26	La Rue, OH
6/1-2	St. Louis, MO
6/15	Rising Sun, MD
6/21-23*	Long Pond, PA
6/22-23	Union Grove, WI
6/29-30	Fremont, CA
7/13-14	Medford, OR
7/13-14	Cedar Falls, IA
7/21	Kent, WA
7/20-21*	Syracuse, NY
7/27-28	Columbus, OH
8/3-4	Union Grove, WI
8/7-9	Sturgis, SD
8/17-18	Redding, PA
8/25*	Carlsbad, CA
9/2	Brainerd, MN
9/8	Byron, IL
9/14-15	Lancaster, NY
9/28-29*	Prescott, AR
10/6-7	Fremont, CA
10/13-14	Palmdale, CA
10/21	West Palm Beach, FL
10/27-28*	Atmore, AL
11/2-3	Houston, TX
11/16-17**	Gainesville, FL
11/30-12/1	Phoenix, AZ

*⅛-mile track
**National C'ship Finals

1985 AMA Gold Cup Series

6/8	Albany, OR
6/9	Roseburg, OR
6/15	Kent, WA
6/16	Seattle, WA
6/22	Yakima, WA
6/23	Richland, WA
6/29	Sandy, OR
6/30	Olympia, WA
7/6	McMinnville, OR
7/7	Washougal, WA

National NHRA Drag Racing Championships

5/25-26	Baton Rouge, LA
7/13-14	Englishtown, NJ
8/31-9/2	Indianapolis, IN
10/19-20	Pomona, CA

National Drag Racing Championships IDBA

5/18-19	Cincinnati, OH
6/15-16	Louisville, KY
7/13-14	Budd's Creek, WY
8/10-11	Norwalk, OH
9/14-15	TBA
10/12-13	Gulfport, MS
11/16-17	Birmingham, AL

1985 SCORE/ HDRA Off-Road Series

6/7-9	Baja International
8/16-18	Riverside, CA
11/8-10	Baja 1000
12/6-8	Frontier 500

WERA National Endurance Series (RR)

5/25	W. St. Louis, IL (6 hr)
6/1	Summit Point, WV (8 hr)
6/15	Long Pond, PA (8 hr)
6/22	Pueblo, CO (6 hr)
7/13	Loudon, NH (6 hr)
8/3-4	Nelson Ledges, OH (24 hr)
8/17	Braselton, GA (8 hr)
8/24	Beloit, IL (6 hr)
9/7-8	Rosamond, CA (24 hr)
9/14	Faulkville, GA (6 hr)
10/5	College Station, TX (8 hr)
11/7-10	Braselton, GA (6 hr)

WERA Road Race Schedule Series

5/18-19	Texas World Speedway College Station, TX
6/22-23	Oak Hill Raceway Henderson, TX
7/20-21	Green Valley Raceway N. Richland, TX
8/17-18	Oak Hill Raceway Henderson, TX
9/14-15	Green Valley Raceway N. Richland, TX
10/5-6	Texas World Speedway College Station, TX
10/26-27	Oak Hill Raceway Henderson, TX

MRA Road Race Series Schedule

5/19	Denver, CO
6/9	Aspen CO
6/22-23	Pueblo, CO (6 Hr)
7/7	Aspen, CO
7/21	Denver, CO
8/17-18	Aspen, CO (6 Hr)
9/7-8	Steamboat Springs, CO
9/28	Pueblo, CO (6 Hr)
9/29	Pueblo, CO

AMA Amateur/ Youth MX National Finals

8/13-17	Hurricane Mills, TN

CMC Four-Stroke C'ships

5/12	Carlsbad, CA
9/1	Perris, CA

CMC Four-Stroke Nationals

12/1	Carlsbad, CA

FIM World C'ship Road Race Series

5/19	West Germany
5/26	Italy
6/2	Austria
6/16	Yugoslavia
6/29	Holland
7/7	Belgium
7/21	France
8/4	England
8/10-11	Sweden
9/1	San Marino

World C'ship Endurance Road Race Series

6/9	Italy
6/23	Austria
7/28	Japan
8/17-18	Belgium
9/7-8	West Germany
9/14-15	France

World C'ship TT Road Race Series

6/1-7	Isle of Man
6/29	Holland
7/7	Portugal
7/13-14	Spain
8/17	Northern Ireland
9/1	Belgium
9/28-29	West Germany

AMA/C'ship Cup Endurance Series

7/3	Daytona Beach, FL
8/10	Fairmount City, IL
9/2	Loudon, NH
10/18	Daytona Beach, FL

World C'ship Motocross Series

125cc

6/2	France
6/9	Yugoslavia
6/16	Czechoslovakia
6/30	San Marino
7/7	Holland
7/14	Finland
7/28	Portugal
8/18	Argentina
8/25	Brazil

250cc

5/12	Belgium
5/19	Czechoslovakia
6/16	France
6/23	Spain
7/14	UNADILLA, NY
7/21	Holland
8/4	Soviet Union
8/11	West Germany

500cc

5/12	Finland
6/2	Italy
6/9	Spain
6/16	Holland
6/30	CARLSBAD, CA
7/14	England
8/4	Belgium
8/11	Luxemburg
8/25	Switzerland

Sidecar

5/12	Sweden

5/19	Holland
6/2	Switzerland
6/23	Belgium
8/18	Austria
9/15	Italy

World C'ship Trials Series

6/2	EAST GREENWICH, RI
6/16	Austria
6/23	Poland
8/25	Finland
8/31	Sweden
9/8	Switzerland
9/15	West Germany

Other Major FIM Events

6/15	Pairs Speedway C'ship Finals Rybnik, Poland
8/10	Team Speedway C'ship Finals LONG BEACH, CA
8/31	Indiv. Spdwy. C'ship Finals Bradford, England
9/8	Motocross des Nations Gaildorf, West Germany
9/15	Indiv. Long Track C'ship Finals Korskro, Denmark
9/29	Trial des Nations Canzo, Italy
9/30-10/6	ISDE La Molina, Spain

NMA Grand National Final

8/4-11	Ponca City, OK

1985 AFM Road Race Schedule

5/25-26	Rosamond, CA
6/8-9	Sonoma, CA
6/30	Rosamond, CA
7/7	Sonoma, CA
7/28	Rosamond, CA
7/27-28	Sonoma, CA
8/17-18	Rosamond, CA
8/17-18	Sonoma, CA
9/8	Sonoma, CA
9/22	Rosamond, CA
10/6	Sonoma, CA
10/20	Rosamond, CA
10/27	Sonoma, CA
11/24	Rosamond, CA

1985 ARRA Road Racing Schedule

6/1-2	Rosamond, CA
7/4(6-hour)	Rosamond, CA
7/6	Rosamond, CA
8/3-4	Rosamond, CA
8/31-9/1	Rosamond, CA
10/5-6	Rosamond, CA
11/2-3	Rosamond, CA
11/30-12/1	Rosamond, CA

Kerker Superbike Series and Honda 500cc Interceptor Series Road Races

5/26	Rosamond, CA
6/30	Rosamond, CA
7/28	Rosamond, CA
8/18	Rosamond, CA
9/22	Rosamond, CA
10/20	Rosamond, CA

1985 Hi-Point Golden State Enduro Series

5/19	Fool's Gold Enduro (D-36)
11/2-3	CEA Enduro (D-37)

May 8

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Programs $.50 each. Tickets at the track or Ticketmaster. Admission $6 adults, $2 child. Entry $7 rider, $7 mechanic. Info 818/446-0969 or 714/884-4092 (race day only).

May 9

CALIFORNIA SPEEDWAY
Ascot's South Bay Stadium, 18240 S. Vermont Ave., Gardena, CA. Gates open 6:30 pm, first race 8. Tickets at track. Adults $6. Children 10-14 $3, under 9 free. Info 213/538-0520.

OREGON MOTOCROSS
West Delta Park, Portland, OR. West Delta Park exit off I-5. All classes. 30% trophs, 100% Pro pb. Gate opens 4:30 pm, prac 5:30, race 7. Entry $4 gate, $5 Sptsmn, $10 Pro. Portland Int. Raceway. Info 503/285-6635.

CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. 1/7 mile oval. Good food, free parking, close seats. Gates open 6 pm, racing at 8. Admission $7 riders, $7 mechanics, $6 spectators, $3 7-12. Info 415/651-2545.

WASHINGTON MOTOCROSS
Bellingham, WA. Hannegan Speedway., exit 255 off I-5, one mile east turn left on Hannegan Rd. 1¼ mile. Sign-up 5 pm, race 6. Entry $6 American, $8 Canadian. MBMC. Info 206/734-9505.

May 10

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south end of Newport (55) Frwy., Costa Mesa, CA. Gates open 6:30 pm, first race 8. Info 714/492-9933.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great American Parkway, Santa Clara, CA. All classes. 30% trophs, 100% pb. Entry $15. Spectators $3. Gate 5 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex pb. Entry $8. Swimming, grandstands, showers, game room. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. All regular classes plus ATVs. 30% trophs, 130% Pro pb. Gates open 5 pm, sign-up closes 6:30, prac 6-7, first race 7:30. Entry $12 (includes gate fee), admission $5.50 adults, $3.50 Jrs. (13-17), $1 children (9-12). 8 and under free. Info 714/261-6116.

TEXAS MOTOCROSS
From Dallas, TX take Hwy 114 past D-FW Airport to Hwy 26 and turn left. Go 3 miles from Ft. Worth. All classes and ATVs. Trophs thru 5th place, gift certificates. $400 expert purse. Two large grandstands. Supercross style track. Gates open 5:30, prac 6:30, race 8. Admission $6 adults, $4 child. Entry $15 Nov and Int, $20 Exp. Info 817/481-2804.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX. All classes. Espert purse per class guaranteed. Gate opens 5:30 pm, prac 7, race 8:30. Entry $5 gate, $10 Nov and Int, $15 Exp. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Hwy 26, Colleyvile, TX. From Dallas take Hwy 114 past D-FW Airport to Hwy 26. turn left 4 miles. All classes includ. 3-wheel. Trophs guaranteed five places. $400 comb. Exp. purse. $500 if ten or more entries. Expert purse guaranteed. Gates open 5:30 pm, prac 6:30, races 8. Entry 415 Sptsmn, $20 Expt. Gate $6 adults, $4 6-12. Info 817/481-2804.

MICHIGAN MOTOCROSS
Milan Cycle City, Mila, MI. US23 to Exit 25, Plank Road and go East 4 miles to track. All MRA classes. Prac every Tuesday 3 pm-dark, $5. Admission $5, sign-up $7. Gates open 5 pm, prac 6:30, race 8. Info 313/595-8262 or 439-7735.

CALIFORNIA ½ MILE FLAT TRACK
Airport Raceway, Porterville, CA. All classes. 70% pb Experts. Gates open 5 pm, prac 6-7, races start 7:30. Entry $5 Nov. and Jr., $10 for Experts. Spinners M/C. Info 209/781-6341.

CALIFORNIA M/C SWAPMEET
Orange County Fairgrounds, Costa Mesa, CA. South end of Newport 55 Frwy. Open 6pm-10. Free parking. 1000s of bikes, parts and accessories. Inter-Shows. 24 hour info 714/495-0515.

IDAHO SHORT TRACK
Boise, ID. Take Bogas Basin Rd. to Cartwright Rd. turn left at OMC sign then go 3 miles to track. All classes. 33% trophs Sptsmn, 90% Pro pb. Bikes above 100cc, Class C tires reqd. Sign-up 4 pm-6 pm, prac 6, race 7. Owyhee M/C Club. Info 208/362-0423.

May 9-11

CALIFORNIA OFF—ROAD VEHICLE SYMPOSIUM
Anaheim Hyatt Hotel, Anaheim, CA. Symposium to determine the future of California's ORV (green stickie) program. Entry $85.00. Info 916/443-0450.

May 11

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91 Frwy. east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt. to track. All classes, 33% trophs to Sptsmn, cash to Pros. 30 minute motos. Gates open 7 am, prac 8, first race 9. Memb. reqd. Info 714/831-3482 or 643-1722.

CALIFORNIA MOTOCROSS
Huron Cycle Park, Huron, CA. Gates open 5 pm, first race 7:30. Info 209/673-8080.

TEXAS SUPERCROSS
Buffalo Park Speedway, Dallas, TX. 2 miles west of I-35 E. on Belt Line Rd. All classes, Micro Mini to Open Expert. Championship series points awarded each week toward each class Champion at series end. Win new motorcycles and 1000s of MX products. Gates open 4 pm, prac 6, races 8. Gate fees $7 adults. Entry $8 Sptsmn, $10 Exp. Info 817/488-9133 (Bob Bagwell).

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Info 619/727-1171.

CALIFORNIA HALF MILE
Ascot Park, Gardena, CA. National C'ship 20-lap final on half-mile dirt track. 8th annual spring AMA/Camel Pro race. Qualify 6 pm, race 8. Advance tickets $14-$16 adults, $7-$8 child. Available at Ascot. Info 213/321-5323 or 213/480-3232.

CALIFORNIA SUPERBOWL OF MX
Los Angeles Memorial Coliseum, 3911 S. Figueroa St., Los Angeles, CA. Early entry 4 pm, rider prac 4 pm, regular gates open 6 pm, racing begins 8 pm. Miller High Life Superbowl of MX. Tickets on sale at Ticketron and Super Shops. Info 714/951-8848.

CALIFORNIA FLAT TRACK
Monterey Fairgrounds, Case Verde Wy. exit off Hwy 1. Monterey, CA. All classes. Trophs, 75% Pro pb. Gates open 4 pm, prac 5, race 6. Entry $15 Sptsmn, $20 Pro. Info 408/449-7367.

TEXAS TT SCRAMBLE
Speedway Park, Corpus Christi, TX. All classes. Gates open 6 pm, entry 7:45, races start 8. Info 512/289-2861.

WASHINGTON M/C & 3-WHEEL RACES
Folow arrows from Mt. Baker Hwy on to Mosquito Lake Rd., then to North Fork Rd. About 18 miles N.E. of Bellingham, WA. 30% trophy pb. Piker run $7, 3-wheel race $8, hare scrambes $14. Info 206/734-6494.

COLORADO MOTOCROSS
Hudson, CO. I-76 northeast of Denver to exit 34 (Kersey Rd.). North four miles, east one mile to track. All classes. SRAC/Prairie Hill Promotions. Info 303/458-1352.

May 11-12

NEVADA GRAND PRIX
Virginia City, NV. All classes. $15,000 in prizes, contingencies and guaranteed cash awards. Riders must complete 50% of Sptsmn winner's laps for a finisher pin. Western States Racing Assoc. Info 702/322-8083 or 358-2407.

May 12

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. I-5 to Hungry Valley Rd. turn-off. All classes. Gates open 7 am, prac 8, race 9:30. CMC license reqd. Entry $12 Sptsmn, $15 Pro. Info 714/261-6116.

CMC CALIFORNIA MOTOCROSS
Kern County Raceway, 35 minutes from Bakersfield, CA. Hwy 58 to Buttonwillow, follow signs for 5 miles to track. 30% trophs. CMC license reqd. May be purchased at track. Gates open 7:30 am, prac 8, racing 9:30. Entry $13 Sptsmn, $15 Pro. Gate fee $5. Info 805/325-5537.

CRC CALIFORNIA MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 miles north of town on Hwy 395. Dunestown Series race. All classes. Entry $13 Sptsmn, $20 Pro mail, $15 Sptsmn, $25 Pro post. Memb. reqd. Info 213/830-7519.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. 4-stroke C'ship and MX. Gate 7 am, sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn., $15 Pro. Info 714/261-6116.

TEXAS WOLF CREEK MX
Rio Vista, TX. All classes incl. Beg. Troph through 8th if 8 or more riders in class. Contingencies, $3030 purse paid by moto & overall. Split sched. Nov. prac. 8:30 am, riders meeting 9:15, race 9:30. Int & Ex prac 1:30 race 2. Gate $5. Entry $10 Sptsmn, $20 Ex. Info 817/373-2753.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off

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MAY 12
GATES OPEN 7:30 A.M. PRACTICE 8:00 A.M. RACING 9:30 A.M.
NO LICENSE REQUIRED
Open Pro Entry: $25 Post
All other Classes: $15 Post
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CLASSES: 6 RIDERS TO MAKE A CLASS
OPEN PRO - 200% PAYBACK
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ATV - ONE CLASS, 185-200
MINI CLASS - NO AGE LIMIT (TO 100)
VETS - (30-39) SPORTSMAN/MASTERS
OT - (40-?) SPTMN/MSTR
150-200 JR/INT
250 JR/INT
350 JR/INT
500 JR/INT
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FOR FURTHER INFORMATION CONTACT CMC OFFICE AT (714) 261-6116

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20% Trophies + Finisher Pins ● CRC Points
ATV's & Quads Welcome
Sat., May 18 ● Red Mtn.
CRC Kiduro
5 mile loop for youngsters — 10 yrs & under
No time keeping, no fast speeds
Sign-up 12:30 — 1 p.m. ● Start 1:30 p.m.
INFO: (714) 689-6114 (days)

Read your competitor's opinion in this month's letters to the editor section.

DISTRICT 38
Desert Race
Practice SAT., Race SUN.
BIKES, TRIKES, QUADS, ODYSSEYS
A Short 'n Sweet HARE SCRAMBLES
3 times around a 20-mile loop
SUNDAY, May 12
Start 8:30
Imperial County Location
The Whirl Tower, West of Huff & Payne Rds.
24 Hour Race INFO: (619) 427-5759

CRC RACE SCHEDULE
ATV Classes At All Events
May 12 — MOTOCROSS
Sunrise Cycle Park
Dunestown Series
May 19 — DUNESTOWN G.P.
Hungry Valley
Dunestown Series
May 26 — MOTOCROSS
DeAnza Cycle Park
June 2 — MOTOCROSS
Hungry Valley
(213) 830-7519

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FOUR STROKES ONLY!
PERRIS RACEWAY
MAY 19th 1985
Short Course for Vintage and Smooth Track Bikes
sign in 7 am
practice 8 am
RACE 9 am
Silencers & 3 Number Plates REQUIRED
Post Entry Only $16. Two Heat Min. AMA Sanctioned No Memb. Reqd.
All Classes + Early Vintage, Late Vintage, Vets, Sidehacks, ATV. FOUR STROKES ONLY!
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SUNDAY, MAY 19, 1985

LAS VEGAS MOTOCROSS PARK

$25,000.00 PRO PURSE & CONTINGENCIES

PRACTICE 10:00 a.m.

RACES START 12:00 p.m.

FOR INFO: (702) 362-9493

TICKETS AVAILABLE AT GATE

DIRECTIONS: TAKE BOULDER HWY. TOWARDS BOULDER CITY TO HWY. 95 SOUTH. TURN RIGHT 4 MILES TO TRACK ENTRANCE.

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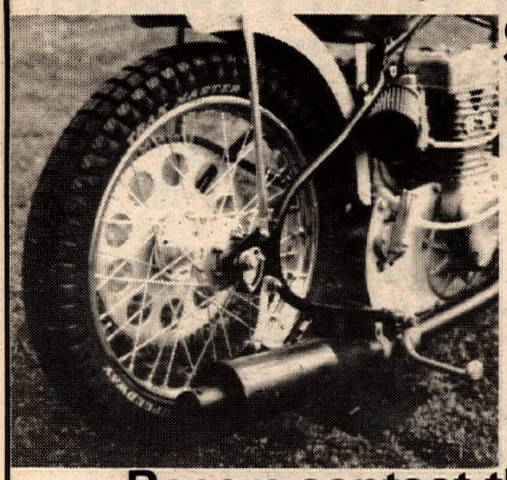

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Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex pb. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

TEXAS BURLESON MOTOCROSS
Burleson MX Park, south of Ft. Worth, TX on I-35. S. from Ft. Worth to Hardgrove Ln., east 2 miles, turn right immed. past bridge. All classes. Trophs thru 6th, $800 purse paid per moto and overall with 10 rider minimum. $1000 if 15 riders (no open exp.). No pit riding or late prac. gate 7 am, Nov prac 8-8:30, mini 8:30-8:45, 1st race 9. Int and Ex prac 1 pm, race 1:30. Gate $5, under 10 and over 60 free. Entry $10 Sptsmn, $15 Exp. Info 817/295-8908 or 295-1760.

TEXAS MOTOCROSS
Swan Motocross Raceway, Tyler, TX. Exit 69 S. from I-20, 2 miles to CR 471, right 2 miles and turn left, follow signs. All classes, troph to 5th. 150% pb to Experts. Straight through program. Gates open all night. Prac 9 am, race 10:30. Gate $5.25, entry $10 Sptsmn, $20 Expert. Info 214/822-4215.

CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. north 17 miles to corner of Camino Diablo and Vasco Rds. Turn right. All classes. 30% trophs, Pro pb. Gate opens 6 pm, prac 7, race 8. Entry $15 Sptsmn, $20 Pro. Admission $5. Info 415/634-3328.

FRA HOOK AND LADDER ENDURO
Lucerne Valley, CA. All classes includ. ATV. 20% trophs, FRA pts. 2 loops, 70 miles. Trophies, finisher pins. 8 am start. Entry $20 mail, $21 post, non-members add $2, call for special family discount. Beginners $17, one loop, no trophs. Info 714/777-2969.

MICHIGAN MOTOCROSS
Clifford, MI. Take M-24 north from Lapeer to Barner Rd and go east 10 miles to 8395 Gargill Rd. All MRA classes. Gates open 8 am, prac 10, race 11. Admission $5, sign-up $7. Info 313/678-2477 or 761-7694.

AMA INDIANA ENDURO
Roselawn, IN. AMA National Enduro C'ship series race. 125 mile Burr Oak National. Info 815/626-1293.

CALIFORNIA HARE SCRAMBLES
Teagle Wash, CA. Limed from Red Mtn. All classes includ. ATV. 2 X 35 mile loop. All ATV and Women Nov. go one loop. Start 10 am. Entry $16, all mothers free. Lost Coyotes/D-37/-AMA. Info 805/942-8795.

SOUTH DAKOTA MOTOCROSS
Sturgis Raceway, Sturgis, SD. I-90 to Sturgis exit 30, track beside Interstate. All classes includ. ATC. 33 1/3% Sptsmn trophs, 67% Pro pb. 33% of Pro entry towards pts. fund. BRA pts race, pts. awarded to all classes. Gates open 9 am, prac 10, race 11. Entry $10 Sptsmn, 415 Pro, $3 extra for non-member. BRA. Info 605/923-1040.

CALIFORNIA TT AND ST
Lodi Cycle Bowl, Lodi, CA. All classes. Short track sign-up 9-10:30 am, prac 9, race 11. TT/Scrambles sign-up 9 am-12:30 pm, prac after ST race, about 1:30 pm. Admission $4 spectator, $10 Sptsmn, $13 Semi-Pros, $2 pit pass, child under 12 free. Info 209/368-7182 or 931-3722.

CALIFORNIA FUN RUN
Start at Adult Education School, 3100 Oak Park Blvd., Pleasant, CA. Limed off Hwy 680 to starting point. 50/50 drawing, 10 point event, door prizes, individual AMA and non AMA trophs, club trophs, metal pins. Rain or shine. Sign-in 9 am-11 am, entry fee $4. District 36. Info 916/364-7433 or 415/685-6864.

ALASKA MOTOCROSS
Kincaid Park, Anchorage, AK. End of W. Dimond Blvd., to Jodphur rd. All classes includ. 3-wheel. 33% trophs, 100% Pro pb. Gates open 8 am, sign-up 9, prac 10:30, race 12 noon. Entry $15 race, $13 gate. Alaska Motorcycle Racing Assn. Info 907/333-5033.

TEXAS MOTOCROSS
Lakeside Motosport Raceway, Bastrop, TX. All classes. Guaranteed Expert pb per moto. $2000 each race, 1-8th paid per moto only. Prac 7 am, race 8:45. Entry $20 pre, $25 post Sptsmn, $30 pre, $35 post Experts. Over 30 $20. Info 512/327-5259.

CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. All classes includ. Pee Wees and Vets. 100% Pro pb. 100% trophs for Pee Wees, 50% for Vets. 30% for Sptsmn, plus contingencies. Entry $15 Pro, $12 Sptsmn. Gates open 7 am, prac 8:30, race 9:30. Membership not reqd. Info 714/924-5859, 653-5840 or 653-7979.

CMC CALIFORNIA MOTOCROSS
Redding, CA. East of I-5 off Rancho Rd. and Airport Rd., end of Old Oregon Trail, at Redding Airport. All Sptsmn classes. Separate 3-wheeler track. Minis and Sptsmn trophs, 100% Pro pb. Open 6:30 am, prac 8, race 9. Entry $11, $16 Pro, $4 gate, 6-12 $1. Food, overnight parking, parts in pits. Info 916/243-6019.

OREGON MONEY CROSS
Sunny Valley, 15 miles north of Grants Pass, OR. All classes. $1000 guaranteed purse. 25% or better trophs. 100% Pro pb. Admission $4, entry $8 trophy, $20 money. Gates open 8 am, sign-up 9-10:30, race 11. Info 503/479-7848 or 479-4533.

COLORADO MOTOCROSS
Lakewood, CO. 1-70 west to Colfax, west to Rooney Rd., south two miles to track, west side of road. All classes. SRAC/Rocky Mountain Promotions. Info 303/458-1352.

AMA/D-38 HARE SCRAMBLES
Imperial County, CA. The Whirl Tower, just west of Huff and Payne Rd. All classes includ. ATV, Ody and Quads. No open class pts, trophs only. No memb. reqd. Valid 1985 D-38 card reqd. for D-38 pts. Riders meeting 8 am, start 8:30. Info 619/427-5759.

May 14

CALIFORNIA SPEEDWAY
Ventura Raceway at Ventura County Fairgrounds off 101, Seaward exit. Class A Speedway bikes, ATV also. Trophies 1st in class. Sign-in starts 5 pm. Gates open 6, prac 6:15, race 6:30. Entry $15 per class. Info 805/656-1122.

May 15

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Programs $.50 each. Tickets at the track or Ticketmaster. Admission $6 adults, $2 child. Entry $7 rider, $7 mechanic. Info 818/446-0969 or 714/884-4092 (race day only).

May 16

OREGON MOTOCROSS
West Delta Park, Portland, OR. West Delta Park exit off I-5. All classes. 30% trophs, 100% Pro pb. Gate opens 4:30 pm, prac 5:30, race 7. Entry $4 gate, $5 Sptsmn, $10 Pro. Portland Int. Raceway. Info 503/285-6635.

CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. 1/7 mile oval. Good food, free parking, close seats. Gates open 6 pm, racing at 8. Admission $7 riders, $7 mechanics, $6 spectators, $3 7-12. Info 415/651-2545.

WASHINGTON MOTOCROSS
Bellingham, WA. Hannegan Speedway., exit 255 off I-5, one mile east turn left on Hannegan Rd. 1¼ mile. Sign-up 5 pm, race 6. Entry $6 American, $8 Canadian. MBMC. Info 206/734-9505.

CALIFORNIA SPEEDWAY
Ascot's South Bay Stadium, 18240 S. Vermont Ave., Gardena, CA. Gates open 6:30 pm, first race 8. Tickets at track. Adults $6, child 10-14 $3, under 9 free. Info 213/538-0520.

May 17

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south end of Newport (55) Frwy., Costa Mesa, CA. Gates open 6:30 pm, first race 8. Info 714/492-9933.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great American Parkway, Santa Clara, CA. All classes. 30% trophs, 100% pb. Entry $15. Spectators $3. Gate 5 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex pb. Entry $8. Swimming, grandstands, showers, game room. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. All regular classes plus ATVs. 30% trophs, 130% Pro pb. Gates open 5 pm, sign-up closes 6:30, prac 6-7, first race 7:30. Entry $12 (includes gate fee), admission $5.50 adults, $3.50 Jrs. (13-17), $1 children (9-12). 8 and under free. Info 714/261-6116.

TEXAS MOTOCROSS
From Dallas, TX take Hwy 114 past D-FW Airport to Hwy 26 and turn left. Go 3 miles from Ft. Worth. All classes and ATVs. Trophs thru 5th place, gift certificates. $400 expert purse. Two large grandstands. Supercross style track. Gates open 5:30, prac 6:30, race 8. Admission $6 adults, $4 child. Entry $15 Nov and Int, $20 Exp. Info 817/481-2804.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX. All classes. Espert purse per class guaranteed. Gate opens 5:30 pm, prac 7, race 8:30. Entry $5 gate, $10 Nov and Int, $15 Exp. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Hwy 26, Colleyvile, TX. From Dallas take Hwy 114 past D-FW Airport to Hwy 26. turn left 4 miles. All classes includ. 3-wheel. Trophs guaranteed five places. $400 comb. Exp. purse. $500 if ten or more entries. Expert purse guaranteed. Gates open 5:30 pm, prac 6:30, races 8. Entry 415 Sptsmn, $20 Expt. Gate $6 adults, $4 6-12. Info 817/481-2804.

MICHIGAN MOTOCROSS
Milan Cycle City, Mila, MI. US23 to Exit 25, Plank Road and go East 4 miles to track. All MRA classes. Prac every Tuesday 3 pm-dark, $5. Admission $5, sign-up $7. Gates open 5 pm, prac 6:30, race 8. Info 313/595-8262 or 439-7735.

May 18

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91 Frwy. east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt to track. All classes, 33% trophs to Sptsmn, cash to pros. 30 minute motos. Gate opens 7 am, prac 8, first race 9. Memb. reqd. Info 714/831-3482 or 643-1722.

TEXAS SUPERCROSS
Buffalo Park Speedway, Dallas, TX. 2 miles west of I-35 E. on Belt Line Rd. All classes, micro mini to open expert. Championship sereis points awarded each week toward each class Champion at series end. Win new motorcycles and 1000s of MX products. Gates open 4 pm, prac 6, races 8. Gate fees $7 adults. Entry $8 Sptsmn, $10 Exp. Info 817/488-9133 (Bob Bagwell).

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Info 619/727-1171.

SOUTH DAKOTA SHORT TRACK
Sturgis, SD. AMA Pro Am 250-500 Sptsmn classes, Minis and ATV. $500 Pro Am purse, cash in other classes. Gates open 5 pm, prac 6:30, race 8. Entry $15 Pro Am, $10 Sptsmn. Jackpine Gypsies M/C. Info 605/347-4243.

CALIFORNIA FLAT TRACK
Monterey Fairgrounds, Casa Verde Way exit off Hwy 1, Monterey, CA. All classes includ. ATV/Ody. Gates open 4 pm, prac 5, race 6. Entry $15 Sptsmn (trophs), $20 Pro (75% pb). R&D Ent. Info 408/449-7367.

WYOMING MOTOCROSS
Cheyenne, WY. I-25 to exit 12, east to Yellowstone, left to Prairie, right two miles to Windmill Rd. Right ½ mile to track. All classes. SRAC/Cheyenne Cycle Club. Info 303/458-1352.

CRC CALIFORNIA KIDURO
Red Mtn., CA. An enduro for kids 10 yrs. and under who have never race competitively. 3 & 4 wheelers 110cc-50cc, 2 wheelers 80cc-50cc. One 5 mile course. *-10 years go 2 laps, 7 and under go one lap. 1:30 pm start. Sign-up (post only) Sat. 12 noon-1 pm. Entry $5. Paticipation and finisher awards. Info 714/689-6114.

May 18-19

CALIFORNIA VINTAGE ROAD RACING
Sears Point Raceway, Sonoma, CA. No support classes or F750 at this event. Registration and Tech at track only. Call for more info. 415/829-6091.

WASHINGTON MOTOCROSS SCHOOL
Washougal National Track, Washougal, WA. All Sptsmn and Pro welcome to Donnie "Holeshot" Hansen's MX School. Entry $55 one day, $100 for two day school. Info 805/252-2445.

NEVADA TRAIL RIDE
Henderson, NV. Organized trail ride by Casey Folks and Scot Harden. Nevada 200. Open for 50 entries. $60 entry fee includes room for two nights, two lunches, dinner Satruday night. Info 702/457-0343.

CALIFORNIA DRAGBIKE C'SHIP SERIES
Palmdale, CA. Desertnationals V. Info 315/735-1661.

May 19

SMX CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 miles east of Riverside on Hwy. 60 to Theodore exit. All classes. 33% trophs to Sptsmn, cash to Pros. 30 minute motos. Gates open 7 am, prac 8, first race 9. Memb. reqd. Info 714/831-3482 or 643-1722.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes 33% troph. 150% Ex pb. Gate 8 am, prac 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136.

TEXAS MOSIER MX
Mosier Valley MX Park. From I-30 take 157 north to Moiser Valley Rd., west to Jimision Lane. Midway between Dallas and Ft. Worth, TX. All classes in morning, Int and Exp. in afternoon. Split schedule. Trophs thru 6, beginners thru 8th. $400 between 10 riders, $500 15 riders. Practice daily 9 am. Gate opens 7 am, prac 8, race 9. Int and Exp. prac 1 pm, race 1:30. Entry $15, $5 gate. Info 817/540-3813 (Bill Law).

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov. classes. Concessions, showers & bathrooms. Split schedule. Prac. 8 am, race 10. Int/Ex. race 1 pm. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 or 273-2336 .

CRC CALIFORNIA MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 30% trophs to all classes. Cash pb to Pros, no cash pb to Vets. Gates open 7 am, prac 8:30, race 9:30. Info 619/245-7339.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. Beg. class O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10. yearly memb. $20. Info 619/565-2406.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 am, sign-up 7:30-8:30, prac 8-9, race 9. Entry $10 Sptsmn., $15 Pro. Info 714/261-6116.

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. I-5 to Hungry Valley Rd. turn-off. All classes. Gates open 7 am, prac 8, race 9:30. CMC license reqd. Entry $12 Sptsmn, $15 Pro. Info 714/261-6116.

NO RACE THIS DATE

CMC CALIFORNIA MOTOCROSS
Kern County Raceway, 35 minutes from Bakersfield, CA. Hwy 58 to Buttonwillow, follow signs for 5 miles to track. 30% trophs. CMC license reqd. May be purchased at track. Gates open 7:30 am, prac 8, racing 9:30. Entry $13 Sptsmn, $15 Pro. Gate fee $5. Info 805/325-5537.

SOUTH DAKOTA SHORT TRACK
Sturgis, SD. AMA Pro Am 250-500 Sptsmn classes, Minis and ATV. $500 Pro Am purse, cash in other classes. Gates open 12 noon, prac 1:30 pm, race 2. Entry $15 Pro Am, $10 Sptsmn, Jackpine Gypsies M/C. Info 605/347-4243.

WASHINGTON MOTOCROSS
Yakima County ORV Park, Yakima, WA. All classes. Sign-up 8 am, prac 9-10, racing starts 10:30. Entry 420 Pro, $12 Sptsmn. Info 509/248-1573.

CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. north 17 miles to corner of Camino Diablo and Vasco Rds. turn right. All classes. 30% trophs, 100% Pro pb. Entry $15, $20 Pro. Info 415/634-3328 or 634-6596.

IDAHO HARE SCRAMBLES
Smelterville, ID. Eixt 48 on the airport side off I-90. All classes. Sign-up 9 am, racing starts 11. Entry $15, $10 for trail riders and beginners. Mountaineers M/C. Info 208/682-4386 or 556-6515.

CALIFORNIA MOTOCROSS
Lodi Cycle Bowl, Lodi, CA. All classes. 19th annual Archie Clark memorial. Sign-up 10-11 am, prac 10, race noon. Entry $10 Sptsmn, $13 Semi-Pro, $2 pit pass, $4 watch. Info 209/368-7182 or 931-3722.

CRC CALIFORNIA GRAN PRIX
Hungry Valley, CA. I-5. 25 miles north of Magic Mountain. Exit Hungry Valley Rd. 7 miles south of Gorman turn-off. DO NOT TAKE GORMAN TURN-OFF! Dunestown Series. All classes. Cash to Pros, 20% trophs, finisher pins. Each class race 45 minutes. MX, GP pts. Membership not reqd. Parade lap 8 am. Entry $20 Pro and Sptmsn mail, $25 Pro and Sptsm post. Info 213/830-7519.

NEVADA MOTOCROSS
Fernley Speedway Park, Fernley, NV. Info 702/972-8816 or 575-6034.

TEXAS MOTOCROSS
Waco Motocross Track, Waco, TX. Race #1307. Starts 9:30 am. Info 817/265-9596.

MRA COLORADO ROAD RACE
Second Creek Raceway, Denver, CO. Prod, Superbike, Formula classes. $1100 purse 1st-3rd 7 classes. Gate fee $5. Gates open 8 am, sign-in through 11:15, race 12:30 pm. Entry $25 1st, $10 each additional. Info 303/499-4434.

CALIFORNIA TT
Perris Raceway, Perris, CA. I-15 to Hwy 74, left for 8 miles, left on Ellis St., right on Burton to track. 4-strokes only. All classes. Short course for vintage and track bikes. Souvenir caps to all entries. Gates open 7 am, prac 8, race 9. Entry $16, minimum 2 heats. Dinosaur TT. Dirt Diggers. Info 213/829-1138.

CALIFORNIA SWAP MEET
Santa Ana Harley Davidson Motors, 2131 E. 1st St., Santa Ana, CA. Chili Cook Off and Swap Meet. $25 to sponsor a chili team, $15 for 10x10 swap meet space. Admission is free to the public. Vendors and cooks may set up at 8 am, open to public 9 am. Cash prize for first in cook off. Info 714/835-9141.

CRC CALIFORNIA ENDURO
Red Mtn, CA. All classes includ. special Beginner class and ATV. Tenderfoot Enduro. 2 loops, 8 am start. 20% trophs and finisher pins. CRC pts. Mail entry $20, $23 post. Non CRC members add $5. Info 714/689-6114.

SOUTH DAKOTA MOTOCROSS
Black Hills Speedway, Rapid City, SD. Track on Hwy 44, 1 mile east of Hwy 79. All classes includ. ATV. 33 1/3% Sptsmn trophs, 67% Pro pb. 33% of pro entry to pts fund. BRA pts awarded to all classes. Gates open 9 am, prac 10, race 11. Entry $10 Sptsmn, $15 Pro, non members add $3. BRA. Info 605/923-1040.

MICHIGAN MOTOCROSS
Baja Acres, 1-75 to Birch Run exit and go east 6 miles to track. Millington, MI. All MRA classes. Gates open 8 am, prac 10, race 11. Entry $5 admission, $7 sign-up. Double pts race. Info 517/871-3356.

NEW MEXICO DESERT RACE
35 miles north west of Albuy, NM. Guaranteed cash purse of $1000 for Experts. Trophs for five places in all classes. Riders meeting 8:30 am, race 9:30. Entry $30. Info 505/299-2227.

CRC CALIFORNIA MOTOCROSS
Spillway Park, Santa Maria, CA. US. 101 and north Broadway exit. All classes. 30% trophs, 100% Pro pb. Gate 6 am, prac 8, race 9:30. Entry $15 Sptsmn, $20 Pro. $5 gate fee, $2.50 under twelve. CRC license reqd. Info 805/925-0055.

ALASKA MOTOCROSS
Kincaid Park, Anchorage, AK. End of W. Dimond Blvd. to Jodphur Rd. All cclasses plus 3-wheelers. 33% trophs, 100% Pro pb. AMRA benefit race. Gates open 8 am, sign-up 9, prac 10, race 11:30. Entry $3 gate, $15 race. Alaska Motorcycle Racing Assn. Info 907/333-5033.

COLORADO MOTOCROSS
Trinidad, CO. I-25 to exit 13B, east on Hwy 350 two miles to track, south side of road. All classes except Mini Experts or all 125s. SRAC/Cycle Ride Motocross Park. Info 303/458-1352.

OREGON MOTOCROSS
Take I-5 to south Medford, OR exit. Follow signs to Jacksonville, OR. Stay onhwy 238 and turn right onto Jackson Creek rd. (Next to Mary Ann Dr.). Follow signs. All classes. Trophs. Approx. 100 mile course. Timber Mountain One Day. Post entry sign-up 6 am, last impound call 7, first rider out 8. Entry $18 pre, $25 post. May 8 deadline. Info 503/773-3134 or 779-8082.

CMC CALIFORNIA MOTOCROSS
Riverfront Park, Marsyville, CA. Park entrance on 1st street, between "E" and "F" downtown Marysville. All classes. Prac 7:30 am, race 9:30. Parts in pits, flush toilets, food. Entry $10 3-wheel, $15 Sptsmn, $5 plus 415 to purse for Pro. Info Charlie Sexton 916/695-2727 or Mile Emery 695-2088.

May 21

CALIFORNIA SPEEDWAY
Ventura Raceway, at Ventura County Fairgrounds. Off Hwy 101 at Seaward exit. Class A Speedway bikes, ATV also. Sign-in starts 5 pm, gate opesn 6, prac 6:15, race 6:30. Entry $15 per class. Info 805/656-1122.

May 22

CALIFORNIA NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Programs $.50 each. Tickets at the track or Ticketmaster. Admission $6 adults, $2 child. Entry $7 rider, $7 mechanic. Info 818/446-0969 or 714/884-4092 (race day only).

May 23

OREGON MOTOCROSS
West Delta Park, Portland, OR. Delta Park exit off I-5. All classes. 30% trophs, 100% Pro pb. Gate opens 4:30 pm, prac 5:30, race 7. Entry $4 gate, $5 Sptsmn, $10 Pro., Portland Int. Race way. Info 503/285-6635.

CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. 1/7 mile oval. Good food, free parking, close seats. Gates open 6 pm, racing at 8. Entry $7 riders, $7 mechanics, $6 spectators, $3 7-12. Info 415/651-2545.

WASHINGTON MOTOCROSS
Bellingham, WA. Hannegan Speedway., exit 255 off I-5, one mile east turn left on Hannegan Rd. 1¼ mile. Sign-up 5 pm, race 6. Entry $6 American, $8 Canadian. MBMC. Info 206/734-9505.

CALIFORNIA SPEEDWAY
Ascot's South Bay Stadium, 18240 S. Vermont Ave., Gardena, CA. Gates open 6:30 pm, first race 8. Tickets at track. Adults $6, child 10-14 $3, under 9 free. Info 213/538-0520.

May 24

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south end of Newport (55) Frwy., Costa Mesa, CA. Gates open 6:30 pm, first race 8. Info 714/492-9933.

CMC/SHR NIGHT MOTOCROSS
Sand Hill Ranch, Brentwood, CA. From Hwy 580 take Vasco Rd. north 17 miles to corner of Camino Diablo and Vasco Rds., turn right. All classes. 30% trophs, 100% Pro pb. Gate opens 6 pm, prac 7, race 8. Entry $15, $20 Pro. Admission $5. 415/634-3328.

ZAP/CMC NIGHT MOTOCROSS
Santa Clara P.A.L. Racetrack, Hwy 237 and Great American Parkway, Santa Clara, CA. All classes. 30% trophs, 100% pb. Entry $15. Spectators $3. Gate 5 pm, prac 6:30, race 7:30. Info 408/224-4989.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 miles east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph thru 6th to Sptsmn, 100% Ex pb. Entry $8. Swimming, showers, game room. Info 713/458-0090.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. All classes plus ATVs. 30% trophs, 130% Pro pb. Gates open 5 pm, sign-up closes 6:30, prac 6-7, first race 7:30. Entry $12 (includes gate fee), admission $5.50 adults, $3.50 Jrs. (13-17), $1 children (9-12). 8 and under free. Info 714/261-6116.

TEXAS MOTOCROSS
From Dallas, TX take Hwy 114 past D-FW Airport to Hwy 26 and turn left. 3 miles from Ft. Worth. All classes and ATVs. Trophs thru 5th place, gift certificates. $400 expert purse. Two large grand stands. Supercross style track. Gates open 5:30, prac 6:30, race 8. Admission $6 adults, $4 child. Entry $15 Nov and Int, $20 Exp. Info 817/481-2804.

TEXAS MOTOCROSS
Mosier Valley MX Track, Euless, TX. All classes. EXpert purse per class guaranteed. Gate opens 5:30 pm, prac 7, race 8:30. Entry $5 gate, $10 Nov and Int, $15 Exp. Info 817/540-3813.

TEXAS MOTOCROSS
Ross Down MX Track, Hwy 26, Colleyvile, TX. From Dallas take Hwy 114 past D-FW Airport to Hwy 26. turn left 4 miles. All classes includ. 3-wheel. Trophs guaranteed five places. $400 comb. Exp. purse. $500 if ten or more entries. Expert purse guaranteed. Gates open 5:30 pm, prac 6:30, races 8. Entry 415 Sptsmn, $20 Expt. Gate $6 adults, $4 6-12. Info 817/481-2804.

MICHIGAN MOTOCROSS
Milan Cycle City, Mila, MI. US23 to Exit 25, Plank Road and go East 4 miles to track. All MRA classes. Prac every Tuesday 3 pm-dark, $5. Admission $5, sign-up $7. Gates open 5 pm, prac 6:30, race 8. Info 313/595-8262 or 439-7735.

CMC CALIFORNIA MOTOCROSS
Ascot Park, Gardena, CA. Call 714/261-6116 for info.

Motorcycle Driver's License Discount Night for Speedway and Inter-Shows Swapmeet!
Friday Night, May 10th
Orange County Fairgrounds — Costa Mesa

Bring your Class 4 motorcycle driver's license to the ticket window and receive $1.00 off the regular admission price!
The swapmeet opens at 6 p.m.
The regular motorcycle speedway racing program gets underway at 8 p.m.
Free Secured Motorcycle Parking courtesy of Kawasaki
Sign a letter to save ATV's and get a free copy of Cycle News or ATV News mailed to your house!

- BE THERE!
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- GET INVOLVED!
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(714) 492-9933 Discount good May 10th only!

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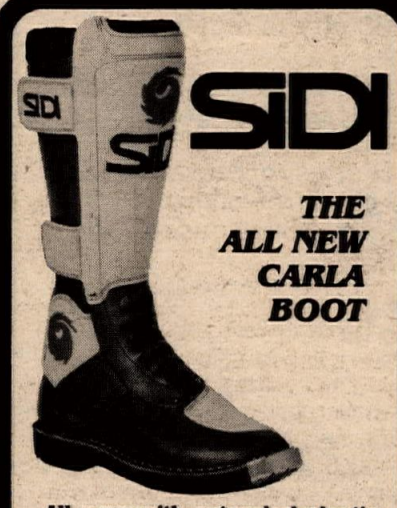

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CRC $1000.00 Motorcycle Pro Purse

100% P.B. in classes less than 15 riders
(P.B. based on mail entry fees.)

WEEKLY CONTINGENCIES FOR SPORTSMEN

DUNESTOWN SERIES

MAY 12 Sunrise Cycle Park
Adelanto, CA
This week only: sign-up 8 a.m., prac. 9 a.m., RACE 10:30

MAY 19 Hungry Valley
Dunestown Grand Prix

Classes for Motorcycles
Quads & 3-Wheelers
100% Quad/3-Wheeler
Pro Pay Back
(Based on mail entry fees)

Motocross Entry Fees		
	Sportsman	Pros
	Mail $13	$20
	Post $15	$25

Grand Prix Entry Fees
Pro & Sportsmen Mail $20
Pro & Sportsmen Post $25
Non Members add $5.00

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May 12 — O'Neal Ultra Grip Gloves
May 19 — O'Neal Hats

CRC INFO (213) 830-7519

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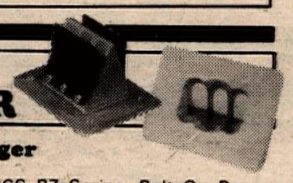

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May 25

SMX CALIFORNIA MOTOCROSS
Perris Raceway, Perris, CA. 91 Frwy. east to 15 south toward Elsinore for 20 miles to Hwy 74 then left for 8 miles to Ellis St. Left to Burton, rt to track. All classes, 33% trophs to Sptsmn, cash to pros. 30 minute motos. Gate opens 7 am, prac 8, first race 9. Memb. reqd. Info 714/831-3482 or 643-1722.

TEXAS SUPERCROSS
Buffalo Park Speedway, Dallas, TX. 2 miles west of I-35 E. on Belt Line Rd. All classes, micro mini to open expert. Championship sereis points awarded each week toward each class Champion at series end. Win new motorcycles and 1000s of MX products. Gates open 4 pm, prac 6, races 8. Gate fees $7 adults. Entry $8 Sptsmn, $10 Exp. Info 817/488-9133 (Bob Bagwell).

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Racing starts 3 pm, $1 jackpot 5 pm, $5 jackpot 6 pm, $25 jackpot 7 pm, racing ends 8 pm. $7 admission, free pit pass. Info 619/727-1171.

TEXAS SPEEDWAY
Corpus Christi, TX. All classes. $1500 in awards and contingencies. Info 512/289-2861.

May 26

CMC CALIFORNIA MOTOCROSS
Quail Canyon, CA. I-5 to Hungry Valley Rd. turn-off. All classes. Gates open 7 am, prac 8, race 9:30. CMC license reqd. Entry $12 Sptsmn, $15 Pro. Info 714/261-6116.

CMC CALIFORNIA MOTOCROSS
Kern County Raceway, 35 minutes from Bakersfield, CA. Hwy 58 to Buttonwillow, follow signs for 5 miles to track. 30% trophs. CMC license reqd. May be purchased at track. Gates open 7:30 am, prac 8, racing 9:30. Entry $13 Sptsmn, $15 Pro. Gate fee $5. Info 805/325-5537.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., east 3 mi. to raceway. All classes. 30% troph. Gate 7 am, sign up 7:30-8:30, prac. 8-9, race 9. Entry $10 Sptsmn, $15 Pro. Info 714/261-6116.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd., off Hwy 59 N. All classes. Troph. thru 6th to Sptsmn, 100% Ex. pb. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right past bridge. All classes. Troph thru 6th, $800 purse paid per moto and overall with 10 rider minimum. $1000 paid if 15 riders (no open Ex.). No pit riding or late prac. Gate 7 am, Nov prac. 8-8:30, Minis 8:30-8:45, 1st race 9. Int/Ex prac 1 pm, race 1:30. Gate $5, under 10 & over 60 free. Entry $10 Sptsmn, $15 Ex. Info 817/295-8908, 295-1760.

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 off Hwy 22, west of Whitney. All classes. Troph. through 8th, $1170 guaranteed purse. Split sched. Nov 9 am, Int/Ex 1:30 pm. Camping $2/vehicle, gate $4. Entry $8 Sptsmn, $10 Ex. Info 713/ 482-7593, 817/694-2901.

May 29

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. Use south entrance. All classes. Gates open 5 pm, races 7. Info 415/651-2545.

CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. National Orange Show Fairgrounds. Gates open 6:30 pm, first race 8. Programs $.50 each. Tickets at the track or Ticketmaster. Admission $6 adults, $2 child. Entry $7 rider, $7 mechanic. Info 818/446-0969 or 714/884-4092 (race day only).

May 30

OREGON MOTOCROSS
West Delta Park, Portland, OR. West Delta Park exit off I-5. All classes. 30% trophs, 100% Pro pb. Gate opens 4:30 pm, prac 5:30, race 7. Entry $4 gate, $5 Sptsmn, $10 Pro. Portland Int. Raceway. Info 503/285-6635.

CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont, CA. Just off Hwy 17 at Durham Rd. exit. 1/7 mile oval. Good food, free parking, close seats. Gates open 6 pm, racing at 8. Admission $7 riders, $7 mechanics, $6 spectators, $3 7-12. Info 415/651-2545.

WASHINGTON MOTOCROSS
Bellingham, WA. Hannegan Speedway., exit 255 off I-5, one mile east turn left on Hannegan Rd. 1¼ mile. Sign-up 5 pm, race 6. Entry $6 American, $8 Canadian. MBMC. Info 206/734-9505.

May 31

CALIFORNIA SPEEDWAY
Orange County Fairgrounds, south end of Newport (55) Frwy., Costa Mesa, CA. Gates open 6:30 pm, first race 8. Info 714/492-9933.

CMC CALIFORNIA MOTOCROSS
Ascot Raceway, Gardena, CA. All regular classes plus ATVs. 30% trophs, 130% Pro pb. Gates open 5 pm, sign-up closes 6:30, prac 6-7, first race 7:30. Entry $12 (includes gate fee), admission $5.50 adults, $3.50 Jrs. (13-17), $1 children (9-12). 8 and under free. Info 714/261-6116.

TEXAS MOTOCROSS
From Dallas, TX take Hwy 114 past D-FW Airport to Hwy 26 and turn left. Go 3 miles from Ft. Worth. All classes and ATVs. Trophs thru 5th place, gift certificates. $400 expert purse. Two large grandstands. Supercross style track. Gates open 5:30, prac 6:30, race 8. Admission $6 adults, $4 child. Entry $15 Nov and Int, $20 Exp. Info 817/481-2804.

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print print **all** information asked for and mail the blank or a facsimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

RESULTS

Ross Downs MX
Colleyville, TX
Apr. 12, 1986

(Continued from last week)

OVER 30

Tom Eller	Yam
Roy Cole	KTM
Charles Eller	Yam
Larry Eberhart	Hon
Lee Thonton	Hon

AMA D-37 1985 Womens Class First Quarter Points Standings

J. Brownell	1200
V. Scott	680
D. Jenkins	380
R. Taylor	344
L. Vincent	330
L. Hammel	260
C. Sain	224
T. Marcdante	176
S. Hardenberg	168
J. Manning	168
S. Brown	160
T. Hayes	136
C. Meissner	136
A. Crawford	132
S. Robins	130
L. Hedstrom	116
P. Brush	72
S. Krause	72
M. Steinmetz	64
M. Sciaqua	64
L. Dayton	60
CLUB STANDINGS	
Badgers	1200
Vikings	1060
Varmets	680
Bunz Up	344
Barbarians	330
Four Aces	260
Prospectors	168
Desert Diggers	160
Spokebenders	136
So. Cal	132
Brushbusters	130
Desert Vipers	116
Rovers	60

Motocross Burleston, TX Mar. 24, 1985 By Mikie Humphries

MINI MINI
Willy Bowden
Billy DeBacca
Jeff Dement
MINI JR
Willy Bowden
Billy DeBacca
Michael Walling
MINI SR
Jack Ricks
Scott Thomas
Jasn Schultz
MINI STK
Jack Ricks
Scott Thomas
Kris Carr
MINI OPEN
Jason Schultz
Scott Thomas
Cliff Donnelly
OVER 30
Rocky Miller
David Folmar
Mike Young
OVER 30 EX
Billy Smith
Richard Humphries
Dan Howele
125 NOV A
Jerry Bebber
Chad Clay
Bo Freeman
125 NOV B
Orion Turbyfol
Bo Clay
Scott Brodnax
125 NOV C
Curtis Perry
Jon Boyett
Jimmy Harlin
125 INT
Tommy Collar
Chris Wallis
Dave Skinner
125 EX
Carroll Richardson
Scooter Stafford
Dennis Hawthorne
250 NOV A
Terry Dickey
Troy Miller
Randy DesCamp
250 NOV B
Curtis Oester
Greg Denision
Quinn Ricker
250 INT
Kent Spencer
Eddie Jones
Jimmy Spiers
250 EX
Kirk Spencer
Dennis Hawthorne
Scooter Stafford
OPEN NOV
Quinn Richer
Richard Humphries
Andy Sparks
OPEN INT
Mats Hagg
David Myers
Buck Smith

Motocross Lakeside Motorsport Raceway Bastrop, TX Mar. 31, 1985 By Mikie Humphries

MINI MINI	
Randy Gates	Kaw
Ward Timmerman	Kaw
Brian Oestrick	Kaw
MINI JR	
Steve Workman	Kaw
Toby Vasquez	Kaw
Billy Baldwin	Kaw
MINI SR	
Randy Greenhill	Kaw
Scott Renick	Kaw
Mark Kuempel	Yam
125 BEG	
Steve Lehmann	Hon
Tom Lueck	Hon
Janes Drain	Kaw
125 NOV	
Chris Deas	Kaw
Scott Renick	Kaw
Randy Greenhill	Kaw
125 STK	
David Cambell	Yam
Roddy Lewis	Kaw
Spurgeon Chapa	Kaw
125 INt	
Roddy Lewis	Kaw
David Campbell	Yam
Shawn Clevenger	Hon
125 EX	
Kit Vick	Yam
Troy Dungey	Hon
Chris Loftin	Hon
250 BEG	
Jim Workman	Kaw
Jerry Vinton	Hon
James R. Parker Jr.	Kaw
250 NOV	
Brian Roberson	Hon
Andy Thompson	
Jan Johnson	Hon
250 INT	
Shawn Clevenger	Hon
Billy Compton	Kaw
Donald Knock	Kaw
250 EX	
Kit Vick	Yam
Jack Beckham	Kaw
Mark Cochran	Yam
OVER 30 Mike Farmer	Yam
Bob Harrison	Yam
Jim Workman	Kaw
OVER 40 Johnny Carter	Kaw
Bobby Judd	Hus

Team Threats Team desert race Imperial County, CA Apr. 14, 1985

Rick Lee/ Randy Norman
Todd Kennedy/ Tom Moen
John Bird/ Steve Kosman
Bob Prida/ Rick Salter
Scott Hatfield/ Mark McPerry
Bruce Smith/ Jeff Bennett
Greg Bringle/ Robbie Pippin
E. Foland/ James Tucker
Bob Bell/ Kirk Hester
Dan Morgan/ Dan DesRosiers
Brett Cushing/ Patrick J. Flanagan
Steve Reynolds/ Stephen Plourd
Matt Hope/ Mark McNulty
Chris Kallen/ Tom Mattox
Doug Hogan/ Daron Mills
Dick Denison/ Roger Adsit
Brett E. Nelson/ Bill Adsit
James Youngblood/ Dean Dlouhy
Craig Rens/ Gary Kepple
Claude Maynard/ Rick Kryger
Jimmy Butts/ James C. Hable
George Ryan/ Darrell Wagner
Tom Bass/ Frank Bass
Tony Darr/ Belln Galindo Jr.
Mort Maynard/ Robert McCarter
Jeff Boyd/ Jeff Foland
Joey Lane/ Joe Lane
Scott Sheldon/ Mark Wolfe
Scott Smith/ Ron Beatty
Tom St. Peter/ Floyd Hudson
Bob Towne/ Barkin Markin
Dennis Stevens/ Jim Valov
Robert Bird/ Robert Gawrys
Rheynard Morgan/ Perry R. Jasper
Brady Harris/ Randall Belew
Bryan J. Benson/ Bob Larson
George Erl/ Ralph M. Mendenhall
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Leon Livingston/ Jim Royle
Martin Kamery/ Dave Smith
Ricky Lance/ Rick Flores
Richard Tubbs/ Jim Walter
Dan Klempie/ Rod Stevens
Mike Hopkins/ Wes Enz
Kirk A. Venzor/ Lyle Johnson
Tom Gray/ Ken Kugel
Frank/ Billings
Mark Dowden/ Richard Ransdell
Jim Kelly/ Ken Ingham
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Richard Coons/ Joe Stidman
Larry Ornes/ Tim Hosking
Sean Sikorski/ Jim Francis
John Cooper/ Phil Torricellas
Michael Govern/ Jim Foley
Jerry Jones Jr.

(Continued next week)

HosPITal STOP

Todd Davis, 12, rider in the National Motosport Association 83cc Stock Novice class, broke right femur and foot while racing at the NMA World Mini Grand Prix, in Las Vegas, Nevada. Surgery was performed at Las Vegas Valley Hospital to pin leg bones; Davis was also placed in traction. Will be hospitalized for three weeks

Send cards and letters to Todd at Las Vegas Valley Hospital, Room 201-A, 620 Shadow Lane, Las Vegas, NV 89106.

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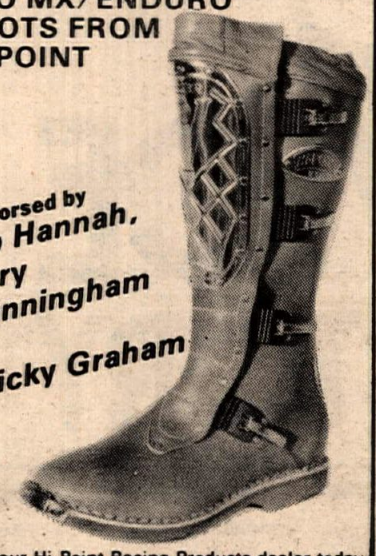

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Ixion, an established Distributor/Importer wants hard-working sales reps; many prime areas open, join a good group of people. Ask for Norm. CA (800) 821-4989, US (800) 854-1060. (228/TFN)

Experienced partsperson/mech
Immediate opening. Apply by phone or resume to Raj at BELLFLOWER YAMAHA, 1040 Alondra Blvd., Bellflower, CA 90706. (213) 925-5097. (217/20)

Honda Salesman
Salesperson needed immediately to sell Honda motorcycles. Generous commission to top producer. Experience in selling beneficial. Call Phil at BARBER HONDA, 3650 E. Main, Ventura, CA 93003 (805) 642-0276. (217/18)

Sales**Service**Parts
Southern California's newest largest Honda dealer needs to fill positions in all departments. We are busy and growing with lots of action. Need salespeople, parts counter help, mechanics, and a service writer. Prefer experienced, but will train the right people. Call or apply in person to Tim at WESTMINSTER HONDA, 13751 Beach Blvd., Westminster, CA 92683 (714) 891-5348. (217/22)

Honda Suzuki of Berkeley
Salespersons needed. Franchised for motorcycles, scooters, ATC's and power equipment. Hourly wage plus commission. Open Tuesday through Saturday. Call Jerry at (415) 841-0192. (217/18)

Honda Partsmanager
Honda experience a must. Pay commensurate with experience. Resumes to: P.O. Box 9054, Glendale, CA 91206. (217/20)

Partsmanager
Large Honda dealer in Southern California has an immediate opening for a strong partsmanager with the following qualifications. 1. Knowledge of Honda paperwork systems. 2. Ability to manage 6 counterpeople. 3. Ability to coordinate service/parts functions. Kawasaki, BMW, Suzuki experience helpful. Salary commensurate with experience. Relocation assistance possible. Send resumes to: DEPT. F, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. (217/18NWX)

Harley-Davidson Instructor
Motorcycle Mechanics Institute in Phoenix, Arizona needs one professional type person to train mechanics in a factory program. 5 years minimum Harley-Davidson experience. Leave message for Dave Koshollek at (800) 528-7995, or (602) 869-9644. (216/20)

Suzuki Yamaha Mechanic
Must have factory training, and own tools. Send resume and salary expectations to: P.O. Box 5343, Missoula, MT 59801. (117/18)

Partspersons/Experienced Mechanics Needed Now!!!
Excellent opportunities. Apply to OUTRIDER of L.A. 10545 Pico Blvd., Los Angeles, CA. (213) 879-3350. Harry. (212TFN)

Honda Partsperson and Honda Salesperson
Immediate openings with fast growing Honda dealer in beautiful Mission Viejo. Qualified applicants call now. Partspersons ask for Andy. (714) 831-0122. (215TFN)

Mechanics
Need qualified trained personnel for multi-lined dealership. 4687 Convoy, San Diego, CA (619) 278-6635. Bob Hartley, manager. (208TFNNWX)

EXPERIENCED MECHANIC for San Fernando Suzuki. (818) 980-3715. (218TFN)

Experienced Partsperson
Beaumont Yamaha Kawasaki. (714) 845-4819. (215TFN)

ACCESSORY SALESPERSON: Experienced in street accessories. Call Tom at (213) 873-6100. (218NWX)

Mechanic Needed
Mechanic needed in beautiful Lake Powell area. Experienced only need apply. Call or send resumes to PAGE HONDA, P.O. Box 3281, Page, AZ 86040. (602) 645-3251. (218/19NWX)

Yamaha Mechanic
Yamaha mechanic with tools, 5 years minimum experience with references. Excellent wages, very busy, large dealer in Southern Arizona. Send resumes to: Dept. Y, Cycle News, P.O. Box 498, Long Bech, CA 90801-0498. (218/20)

Experienced Harley Mechanic
Large, busy H-D dealer needs experienced mechanic. Excellent commission and benefit program. Great Southern California beach location. Send resumes to: Dept. E, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. (318/19)

Want to Make Money?
General experienced mechanic needed who likes to work on H-D, Yamaha, and Kawasaki. $17.00 per hour on commission basis. Profit minded. Excellent Southern California location. Send resumes to: Dept. W, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. (218TFN)

Honda BMW Partsperson
Contact Gary at HONDA OF HOLLYWOOD. (213) 466-7191 ext. 17. (218/19)

Salesperson wanted
Large Yamaha dealer in West Valley. Some sales experience required. Full or part time. (818) 346-3700. (217/18)

Salesmanager Full-Time Salespeople
Ask for Mike at TRI CITY CYCLES. (714) 821-4710. (218)

ACCESSORY STORE MANAGER: $18,000 per year. Call Mr. Hayner at (818) 781-6386. (218NWX)

Honda Parts Manager
Must have minimum 2 years Honda experience. Great opportunity for right person. Send references and resume to: Freddie Spencer Honda, 3200 W. 70th St., Shreveport, LA 71108. (318) 686-7830. Resume attention: Richard Lee. (2-18NEX)

GRAPHIC ARTIST: Full time position. Call Mr. Hayner at (818) 781-6386. To handle all phases of advertising and promotions. (218NWX)

Business Opportunities

Motorcycle Dealership
For sale. Metro Atlanta, GA area. Number one manufacturer. Mail inquiries to: P.O. Box 279, Stone Mtn., GA 30087-0279. (2-17/18NE)

L.A. AREA MOTORCYCLE accessory store looking for partner or partners to share ownership and work load in growing expanding retail and mail order business. Write Dept. X, c/o Cycle News, P.O. Box 498, Long Beach, CA 90801-0498, and I'll call you. (218NWX)

Air Cone Inc. Las Vegas, NV
Motorcycle pipe and cone division for sale. Includes inventory and special tooling. Price negotiable. (702) 456-4177. (214NWX/TFN)

ACCESSORIES STORE: Great Southern California location. $58,000. Terms. (714) 534-7248. (214TFN)

Central Texas Money Maker
Boom-town fanchise, ½ million gross. $110,000. Box 33781, San Antonio, TX 78265. (318/21NWX)

So. Cal Franchised Dealership
Low overhead, blow-out location and lease; Gross over one million in 1982... retiring. Call (619) 423-0073 days or after 7pm. (619) 479-3209. (201TFN)

No. Nev. Motorcycle Dealership
Kawasaki and Husqvarna dealership near Lake Tahoe, Carson City, and Reno. Approximately $220,000 gross and extending. Price $85,000. First Western Realty, Realtor, CALL NILVA, (702) 883-2300. (117/18)

Pat Hernon's HRC Interceptor
Rebuilt after Daytona with fresh titanium valves. The best of everything. Serious inquiries only. (614) 459-4380 or (614) 459-4371. (3-18/19NE)

★ Aluminum Brush-Gards ★
Quality aluminum Brush-Gards $39.95. With plastic deflectors $54.95. Deflector conversion kit for our Brush-Gards $16.95. At your dealer or manufacturer direct. ENDURO ENGINEERING, 3175 Stone School Road, Ann Arbor, MI 48104. (313) 971-3683. (1-18/21NEX)

83 Modified Y-Zinger
Front disc brake, Works Performance shock, WKR engine, YZ 60 forks, RD pipe, RPM Teflon coated turbo crankshaft, very fast, excellent condition. $895. Call Orlando, FL, (305) 788-0305. (1-18/19NE)

High-Tech Motorcycle Books
Motorcycle Engineering $16.95. Design and Tuning of Competition Engines $19.95. Four-Stroke Performance Tuning $21.95. Two-Stroke Performance Tuning $21.95. Scientific Design of Exhaust/Intake Systems $18.95. Motorcycle Chassis Design $19.95. Prices include tax and postage. Free booklist. We ship UPS COD. UNICORN WORKS, P.O. Box 2657, San Rafael, CA 94912. (415) 258-9739. (217/28NWX)

RZ500 Yamaha
Only 1400 miles, seat cowl, never raced, but lots of fun. $4,000 US dollars shipping. 1705 — 3 Donald St., Winnipeg, Canada. (204) 474-2807. (1-18NE)

HANES BEEFY-T, multicolor design. Specify S, M, L, XL; $10.00 each, plus $2.50 P&H — (add $1.00 for each additional shirt). California residents add 6.5% sales tax. 4-6 weeks delivery. Send check or M.O. to: SQUADRA, P.O. Box 907, Culver City, CA 90230. (213) 457-2260. (116/19NWX/ALT)

1982 YZ490J $895
Better than new and race ready. Standard bore. Metzelers. Works shock, Scott's forks. Zero desert miles. Spares available. Race and maintained by careful Vet. Must make room for 1985 model. See in Westminster. (714) 897-8265. (5AAAA)

Something For Everybody
1985 KX250, ridden once, injury forces sale, $2100. 1982 CR250, excellent condition, $700. 1983 TT600, White Brothers suspension, like new, $1100. 1983 YZ80, $375. 1984 Mallaguti 50cc auto MX'er, $375. (714) 893-5942. (317/18)

Bultaco Parts
New and used. Ship anywhere. Steve Scott (303) 687-3376 evenings. (117/18NWX)

1937 Velocette KSS
Perfect and correct, $4250. Will ship anywhere, photos available. (206) 567-4837. (317/19NWX)

1983 Honda CR480
Excellent condition, many extras, must see. (805) 251-4501. (318)

'85 KX500
Ohlins, flat slide Lectron, $1600. Priced to move. Dan at (714) 676-2451. (315/18)

Kawasaki KDX200
Heavy duty fork springs, long lasting chrome silicone wire, $19.95. (303) 548-9611. (118/21)

1984 RM500 $1100, 1984 RM250 $1100, 1984 RM125, 1985 Quad Racer $1850. (714) 980-4703. (218/21)

In Stock Now
Yamaha RZV500R aluminum frame, Honda NS250R, Kawasaki KR250, Suzuki Gamma 250 H.B. replica, Honda CBX550 FII, Rothman's replica Honda NS400R, Honda NS400R red/white/blue, Suzuki GSXR400, 500 and 750, Yamaha SU750 and SZ250. Parts, factory accessories, and service available on all machines. (213) 824-7150. (318/19)

Speedway All-Pro
Jawa PJ GTS, Mikuni, Carlisle, spares, best offer. (818) 810-0765. (318/19)

'83 Yamaha Seca 900
Low miles, warranty, excellent condition, new in '84, ridden on one Canada tour. Absolutely must sell, $2700/OBO. Tom at (415) 533-8305, or (415) 532-2948. (318/29)

'78 BULTACO SHERPA-T 350: Fox shocks, skidplate, spark arrestor, new tires, $700. (818) 345-0637. (118/21)

FMF's Unsmashable 1985 CR500 "Works" Pipe
GOLDEN STATE CHAMPS PHIL LARSON, MIKE LARSON, WILLIE SIMONS AND VIEWFINDER GRAND PRIX CHAMPION RANDY NORMAN go for the gold with this incredible "works" pipe mounted on their 1985 CR500's!! It's the ultimate, 3 inches higher on the head pipe, while tucking in 4 full inches on the sides!! Killer power on the top, with NO LOSS OF BOTTOM!! Worrying about smashing your stock pipe only slows you down!! It's the last pipe you'll ever need! ONLY $139.50. DON EMLER'S FMF, (213) 539-6884 or (213) 530-6307. NOW AT YOUR HONDA DEALER! (118NWX)

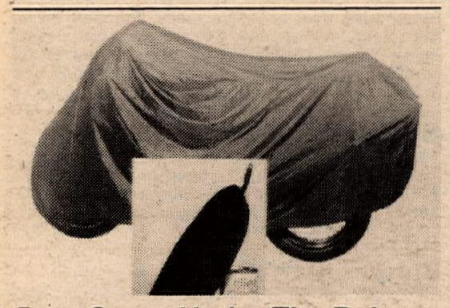
TZ250L 1984 Mint!
Dymags, rains, loads of spares. $5,900 firm. (813) 283-4334. (1/17/18NE)

Fuel Fender
For Honda CR's 1984-85 models 125/250/500. Replaces the rear fender. Uses stock mounts and cap. Petcock and all hardware included. 1.2 gallon, $49.95 plus postage. RM and KX models about 30 days. (503) 829-2156. (115/18NWX)

'84 Yamaha TT600
600 miles, has brake light, maintenance manual, service manual, tool kit, $1600. (805) 397-3863 Bakersfield, CA. (317/18)

'79 YAMAHA XS1100SF: Fairing, bags, box, $2000/OBO. '68 Triumph Bonneville, 5600 original miles, $2000/OBO. '73 Triumph Hurricane, $2000/OBO. (209) 583-0538. (117/20)

Lou's Leathers
All types of competition & street leathers. New! Ready made RR leathers. Catalog available. Lou's Leathers, Rt. 1, Box 176A, Elkhorn, KY 42733. (606) 787-5029. (115/TFN/NEX)



Best Cover Under The Rain
Black, waterproof, nylon taffeta material. Very compact, only weighs one pound. Elastic bottom, metal grommets and travelbag is included for $29.95. Call with size of motorcycle. (201) 941-8606. (118/20)

1983 Honda CR480R
300 miles, immaculate, many extras, $1350. (415) 726-2713. (316/18)

18' Smuggler
'73 fully self-contained, sleeps 6, seats 9, carries 2 bikes. Excellent condition, $3000/OBO. (818) 285-5220. (317/20)

New '82 RM125 $999
1984 RM125 Demo's $899. 1983 RM125 Demo's $699. 1984 RM250 Demo's $999. 1983 RM250 Demo's $899. 1982 RM465 new $1199. 1983 RM500 new $1599. 1982 DR250 new $1099. 1983 RM500 Demo $999. Very limited supply. Call now! SUZUKI OF VAN NUYS, 16141 Sherman Way, (818) 994-2800, (818) 994-2882. (217TFN)

'85 Husky in Stock 250/500XC
1985 500XC and 250XC in stock for immediate delivery. 1984 250CR's $1799. 1984 500CR $2195. 1984 400WR $2699. All bikes are new. SUZUKI OF VAN NUYS, 16141 Sherman Way, (818) 994-2882, (818) 994-2800, (818) 988-4068. (217TFN)

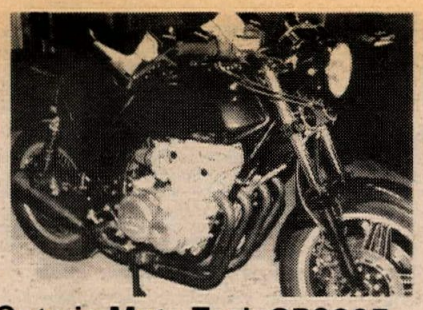
For Rent or For Sale
One bedroom mobile home, 8' x 40', adult park, Long Beach area. (619) 323-0193, (619) 346-8996. (317/19)

VF1000R fast Australian model
2000 miles, legally registered, $5900. (707) 579-9253. (115/18)

'83 Yamaha IT250K $999
Excellent condition, fresh piston, Metzeler, Answer pipe. (714) 593-3247. (318/19)

SUPERBIKE SUZUKI GS750ESD: Andrews, Mikuni, Wiseco, Fox Shox, EPM, Spondon, Ferodo. Also, Suzuki GS1000 Yoshimura engine, Lockheed brakes, EPM wheels. Both bikes ready to race. Must sell, need cash. Call Dan, (914) 359-5862. (1-17/20NE)

Team USA Helmets $49.95
Includes goggles/visor. Brand new SuperMoto (left) $59.95 or two for $119.90. Standard Moto (right) $49.95 or 2 for $91.90. DOT approved. Legal for racing. Child/adult sizes. State color. Visa/MasterCard. TEAM USA, 737-A Third Ave., Chula Vista, CA 92010. (619) 691-8600. 100% guarantee. (212/25/NWX/ALT)

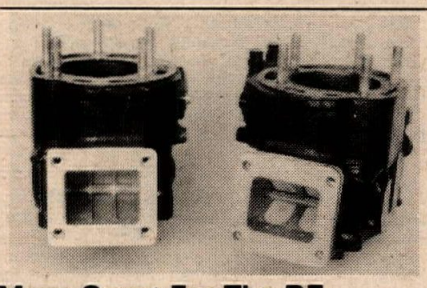


Ontario Moto Tech CB900F
Dyna-3, Koni, Mikuni smoothbores, Lockhart, Elites, 970cc, 10.5 pistons, cams, ported, rods worked, crank balanced, plus more. Many frame and engine spares, never raced or crashed, 8000 miles. Will sacrifice, (818) 357-4045. (318/19)

BMW K100RS For Sale
Many extras, like new, 2000 miles, best offer. (714) 756-8739. (117/18)

Triumph 750 Dirttracker
New motor, Mikuni's, Carrillo rods, new paint, CMS frame, many extras, $1800. (408) 683-2582. (117/18)

Kawasaki Triple Crankshafts
H2's rebuilt, $175 exchange; H1's and all others, $150 exchange. Call (205) 677-7141 after 4 p.m. CST or write: Damon Kirkland, Rt. 3 Box 224-A, Dothan, AL 36301. (3-16/EOI/NE/22)



More Grunt For The RZ From RSC!
Our six petal reed cage has 33% more flow area and is LEGAL FOR THE RZ SERIES. It's a simple bolt in job and only $99.95 per set. RSC, PO Box 14644, Atlanta, GA 30324. (404) 982-0138. (215NE/TFN)

'84 YZ250 $1195
'81 RM465 Super Clean $695
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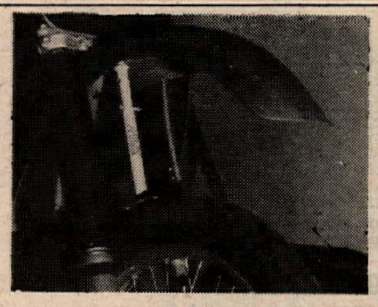
1982 Honda CB900F
Sport control kit, Kerker, 3500 miles, good condition, $2000. (818) 574-1611. (117/18)

**** Hodaka Parts ****
Shipped ANYWHERE UPS. 24 hour answering machine. We'll call back! PHILIPPE SERVICES (714) 643-8340. (234/NW/TFN)



NEW FORK SAVER. STOP FORK SPRING SAG: FULLY ADJUSTABLE, $19.95 AT YOUR DEALER or direct. ATLAS RACING PRODUCTS, P.O. Box 628, Lake Elsinore, CA 92330. (714) 674-4335. (219/TFN/NW)

'83 Tri-Hawk — Serial #10
As featured in CYCLE NEWS. Silver color, original throughout, very clean, well maintained, $9500. (714) 493-1364. (117/18)

Hodaka Ace 100
Good condition, needs kick starter and minor TLC, $250/OBO. Must sell. (213) 430-5813. (316/19)

'83 Honda CR250 $800
Excellent condition, never raced. No offers. Call Tom at (805) 486-8787 evenings. (116/18)

I Ride a Genuine Rice Burner
"Japanese Bikers" Here's your answer to all those Harley T-Shirts. Hanes Beefy-Ts, adult size S,M,L,XL. Colors—black, navy, blue, burgandy, red. $9.95 plus $1.00 handling. SHY-ANN ENTERPRISES, Box 10426, Cheyenne, WY 82003. (303) 635-5255. (118NWX)

'83 Husky 250CR
Two tanks, two pipes, excellent condition, $850 or trade. (714) 987-0500. (118/19)

British Bikes & Tons of Parts
1965 Triumph 500cc T100SC, high pipe model, stock, original, excellent, $750. 1969 BSA 441 Victor Special, classic thumper, excellent, $750. 1971 BSA B50T 500cc single, on/off road, only 4700 miles, superb! $850. BSA, Triumph, Norton engine parts, sheetmetal, wheels, suspension, etc. Must be 2 tons of 'em! $1500 all! Whatta bargain! Serious inquiries only. (818) 342-8637. (118/19)

1984½ Husky 400WR
Ultimate woods bike, new DID O-ring chain and brakes, Metzeler front, very fast, only 1100 miles, $1850. Ken at (713) 876-9600, or (713) 440-1002. (118/19NWX)

1980 Suzuki DR400T
Very good condition, bought in '81, Works Performance shocks, $500. (213) 641-5751. (118)

1984 HONDA CR250: New tires, Boyesen reeds, chain, sprockets, piston and rings. Bored once, tricked shock, $1350/OBO. 1983 Honda XR350, looks and runs well, $900/OBO. (714) 835-6834. (118)

'84 Suzuki RM125 $799
Excellent condition, must sell fast. Call (213) 469-8731, or (213) 464-7137 for information. (118)

KTM of San Jose ATK Can-Am
Northern California's number 1 KTM dealer. 500 GSs in stock. Also factory demo 504s, $1895 OTD. Mail order parts daily. (408) 258-0750. (217TFN)

'83 Maico Sandspider 490
5-speed, trick suspension, dialed, Hi-Flite seat, flywheel, low hours, $1395/OBO. (415) 228-8307. (117/18)

GPz Owners—Seeking Revenge
Convert your GPz into a Turbo or Ninja look alike for a fraction of the cost. Call or write for CLP's Sport Fairing catalog. CYCLELINE PRODUCTS, 27 Warren St., Hackensack, NJ 07601. (201) 487-5577. (218/22NEX)

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COMMERCIAL AND HELP WANTED
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Blind Box Service Charge $5.00

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The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and in accordance with the agreement governing the use of such card.

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Area Code/Phone No.

TZ250J
Excellent condition. Less engine, will ship. $1275. (405) 737-7052. (316/20NWX)

1974 Bultaco Alpina 350
Mint condition, only 250 miles, $700. (213) 432-8483. (118NWX)

1983 XJ650LK Yamaha/Turbo
Like new, only 2800 miles. Lakewood. $2200. (213) 866-2624. (117/19)

Mikuni Carb Jets and Parts
We will get you any jets and parts available for Mikuni carb. Call us for fast service. Sunbridge. (805) 584-2860. (117/19)

KX Riders — TZ Road Racers
All electrofusion, Nikasil, chrome cylinder replated. Our coating is thicker and tougher than stock. From $150 per cylinder. CAL-WEST CYCLE. (714) 523-8677. (117/20)

1984 Yamaha IT200
Like new condition, less than 200 miles on this great bike. $1300/OBO. Call Len at (805) 239-3263. (318/19)

Our Specs Fit Your Specs
Spec II is the only complete full service high performance builder of Yamaha RZ350 products — Current MHDR Record Holder. From complete engine work to carburetor kits, pipes, and handling components. For 10 years we've researched, tested and raced every part we made. So, if you want to go fast, call SPEC II and get the best of everything. VISA/MC Ok. Chambers $199.95. 125 W. Verdugo, Burbank, CA 91502. (818) 842-5187, ordering 1-(800) 235-1236. (210/EOI/NWX)

'83 Maico Spider 490
Good condition, Bing magnesium carb, runs strong, $950/OBO. (209) 239-5904 Manteca, CA. (118/19)

'85 Husky 510TX 4-Stroke
Trail ridden only, well maintained, $1650. (805) 251-1010. (318/19)

Bell Moto 4 $130.99
Scott goggle #83-$11.99. Moto 3 style full face ATC helmet-$42.99, Sidi Hallman MX boots (new style)-$125.99. All other motorcycle accessories at similar discounts. GIBSON MFG., 13148 Saticoy, No Hollywood, CA 91605. (818) 764-7162. Visa M/C accepted. (118NWX)

Expert Cylinder Head Porting
Best prices, quick turnover time. SUPERBIKE PORTING SERVICE, 24530 Cahuilla Rd., Apple Valley, CA 92307. (619) 247-3279. (318/22NWX)

'82 Kaw K-2 Superbike
1000cc ELR-S1 replica race bike, only 30 made. Spares, engine in new shape, must sell now! Best offer. (714) 534-7678, or (714) 635-8521. (318/19NWX)

Grand Prix Motorcycles
Pipes for all RZ and RD's only $150 plus shipping. We build pipes for street, strip or track. Kawasaki and Suzuki triple pipes, $220. All our pipes are hand formed not stamped!! Porting for twins, $110, triples, $150. (213) 605-5022 days, (213) 630-7807 nights. (118NWX)

'75 Triumph T160 Trident 750
Near perfect, original and complete, 4700 miles, $2500. (206) 856-5513. (318)

'80 Ducati Darmah SS900
Excellent original condition, new tires, chain, 2 into 1 exhaust, 7800 miles, $3500. (206) 856-5513. (318)

Honda XR100
Ridden 3 times by a girl, like new, $900/OBO. (213) 325-2928. (118)

Speedway Bike
Jawa 4 valve, great condition, race ready with extras, $1300/OBO. (213) 325-2928. (118)

Yamaha IT200
Excellent condition, new top end, tires, chain and sprockets. Must sell, $950/OBO. (213) 325-2928. (118)

****** CAN-AM ******
SALES-PARTS-SERVICE-MACHINE SHOP. RAMPART CYCLE, 407 Auburn, Colorado Springs, CO 80909. (303) 574-6399. (118/21)

Reward for Stolen Bike
1980 Yamaha IT175, blue with white fenders, orange anodized head, gold bars, yellow grips, headlight and taillight. Call (213) 928-2371 anytime and leave message. (318/20)

'84 CR250
Very clean, brand new top end and bottom end, Barnett clutch, Pro Circuit pipe, chain and sprockets, new tires, $1250/OBO. (714) 527-1774. (118/20)

New 79 Yam YZ400F & IT400F
YZ400 showroom new, never ridden, plus manual, tool kit, new Vesco desert tank, $950. IT400 excellent condition, under 800 miles, brand new rear tire, $675. Must sell! (818) 882-3433. (318)

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500 miles, excellent, $3100. (213) 379-4013. (118/19)

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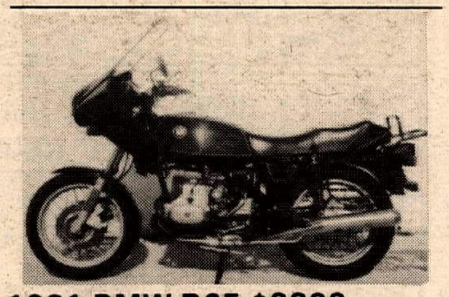
Excellent condition, not ridden much, extras, must give away at $1495/OBO. (916) 725-4121. (118/19)



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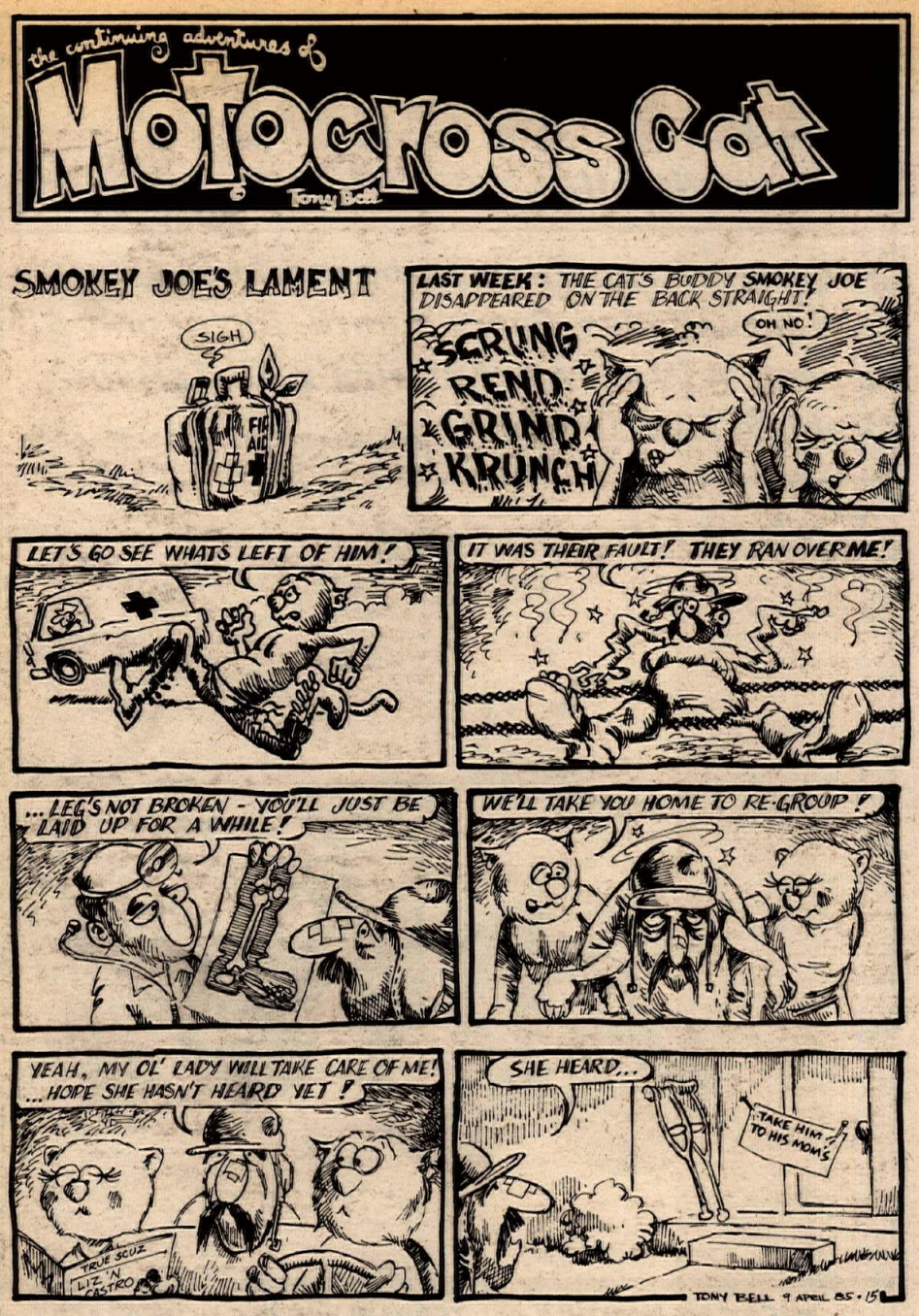

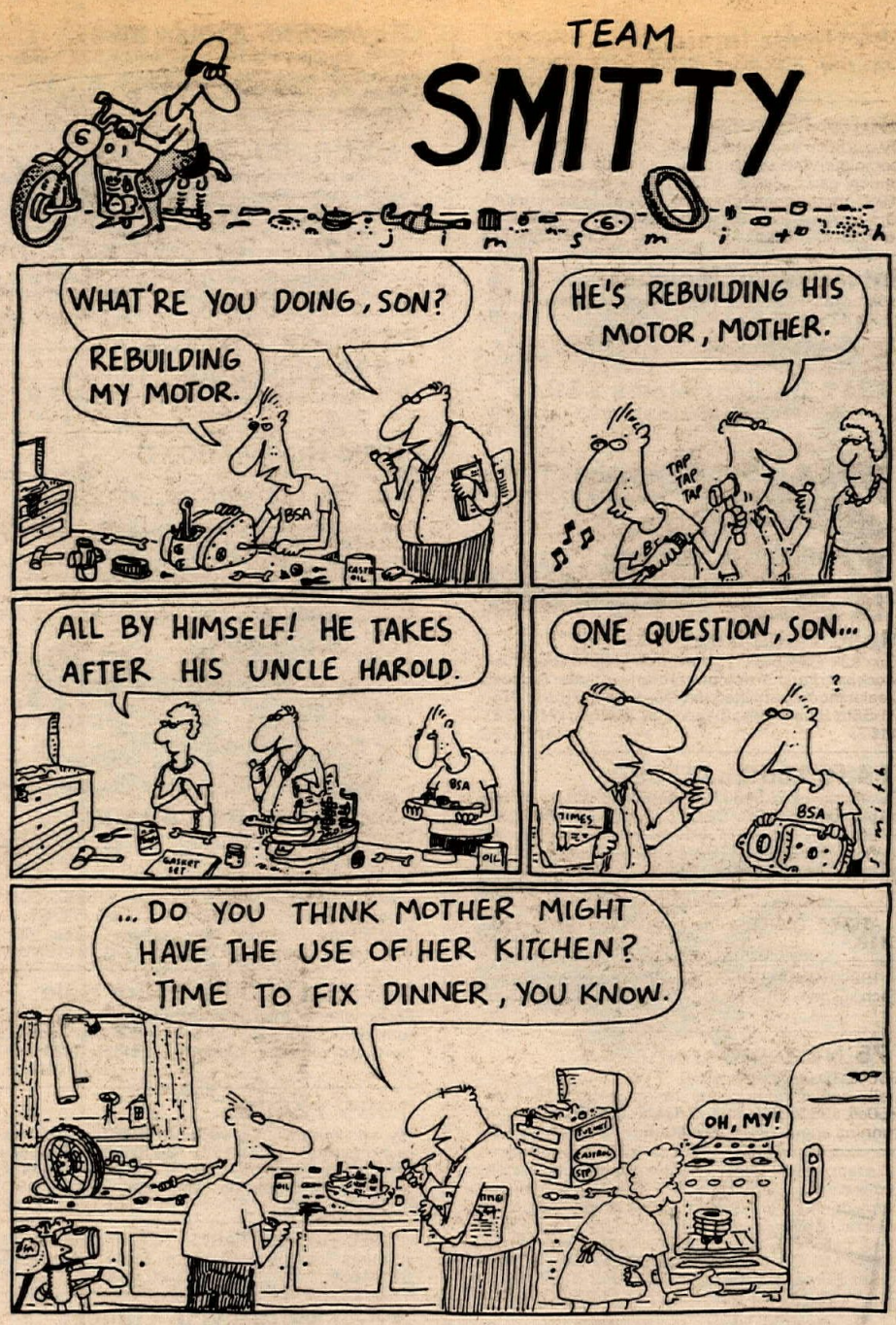

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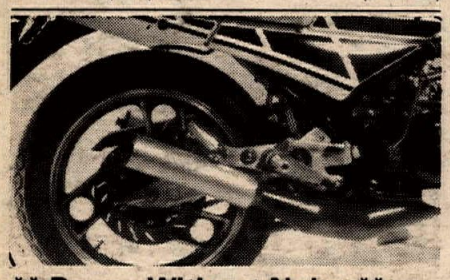

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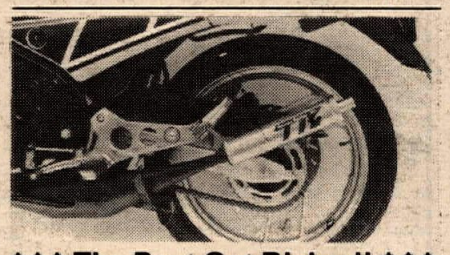

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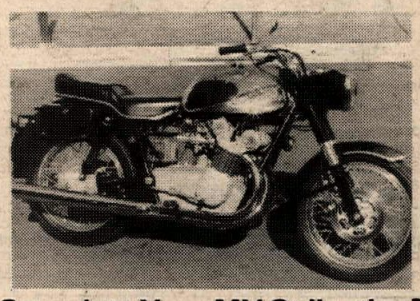

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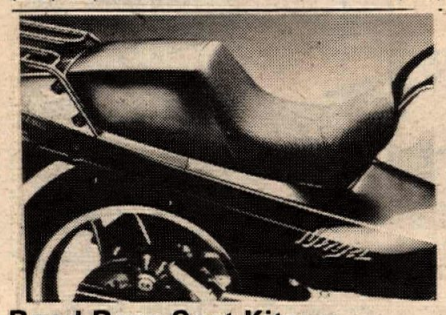

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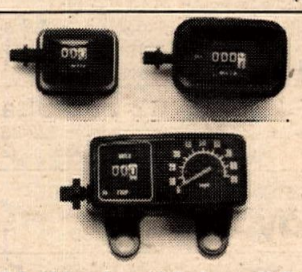

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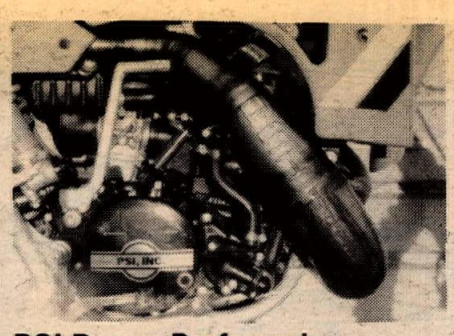

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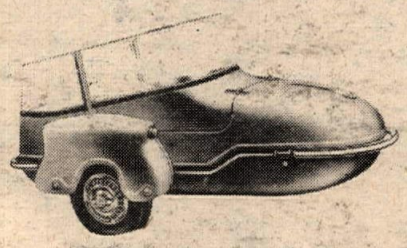

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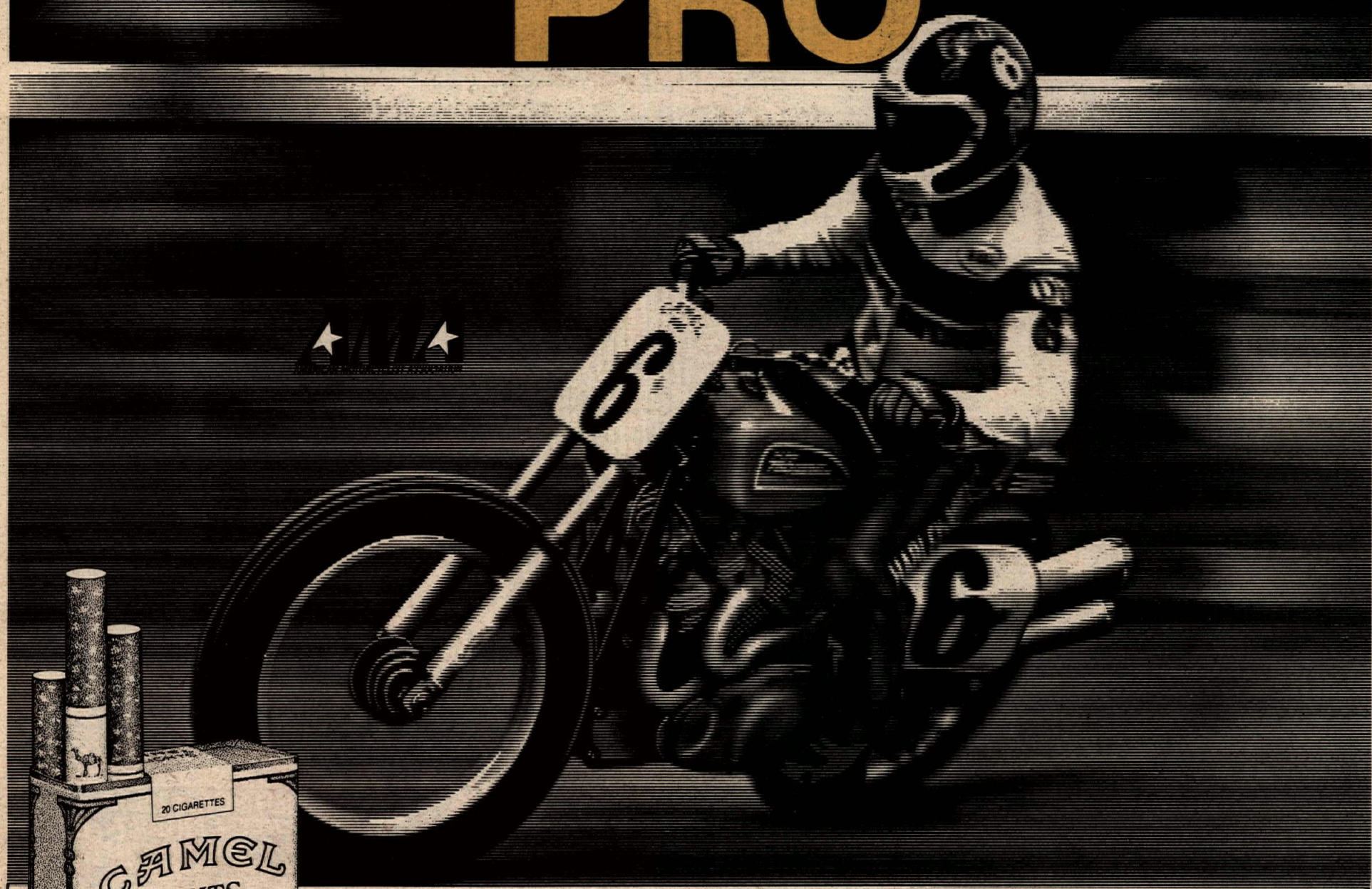

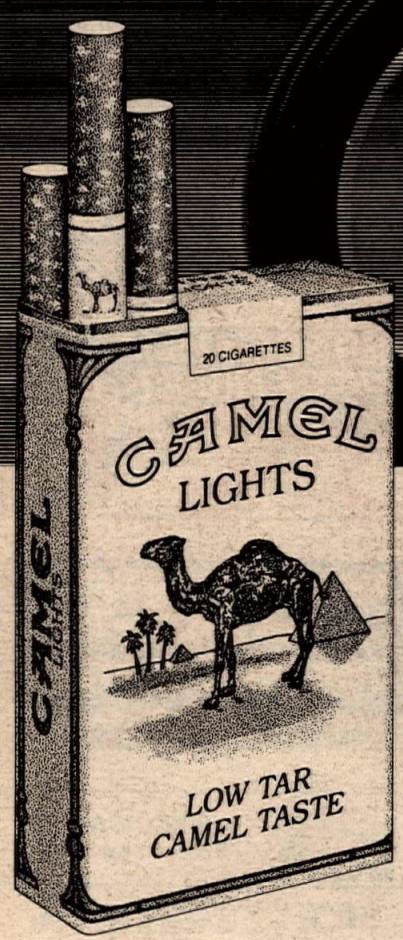

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